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Motorcycl
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No 12

Motorcycle & Bicycle ILLUSTRATED



SPEED!

FIFTEEN CENTS

NEW YORK

APRIL 6, 1922

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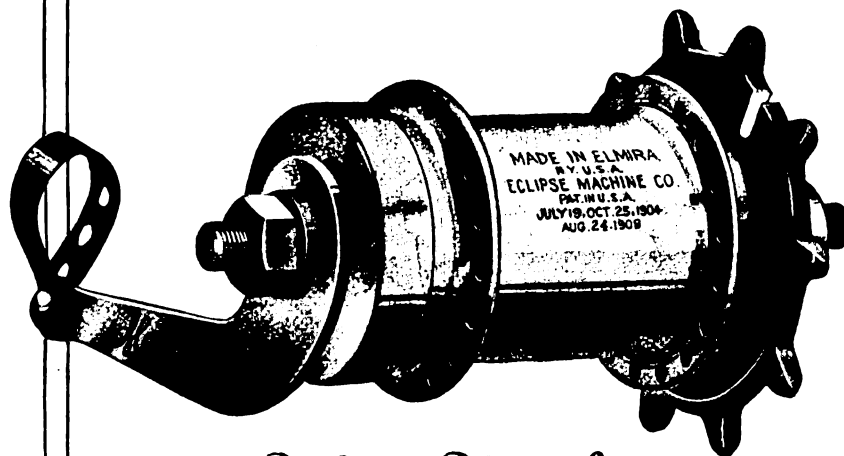
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ECLIPSE MACHINE COMPANY
ELMIRA, NEW YORK



Ride a Bicycle

Motorcycle & Bicycle ILLUSTRATED

Vol. 18

April 6, 1922

No. 14

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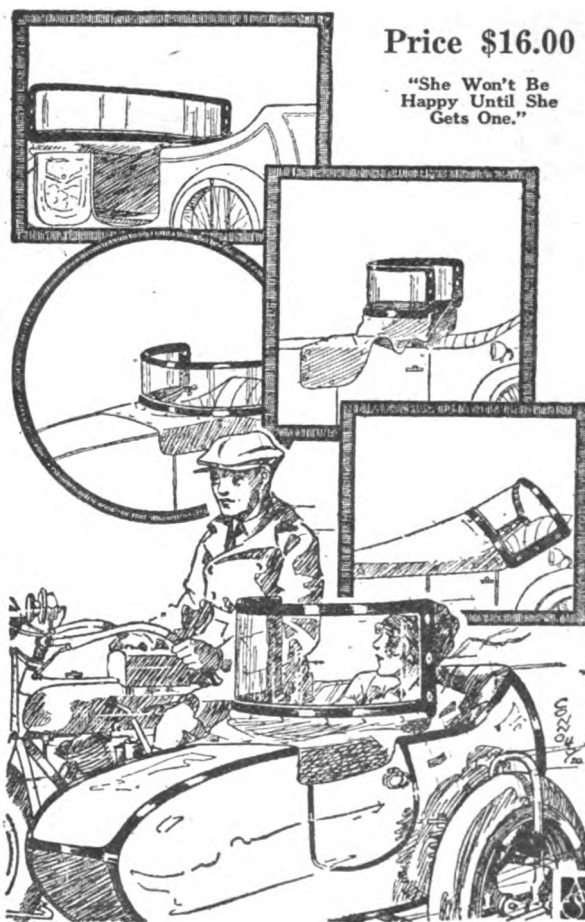
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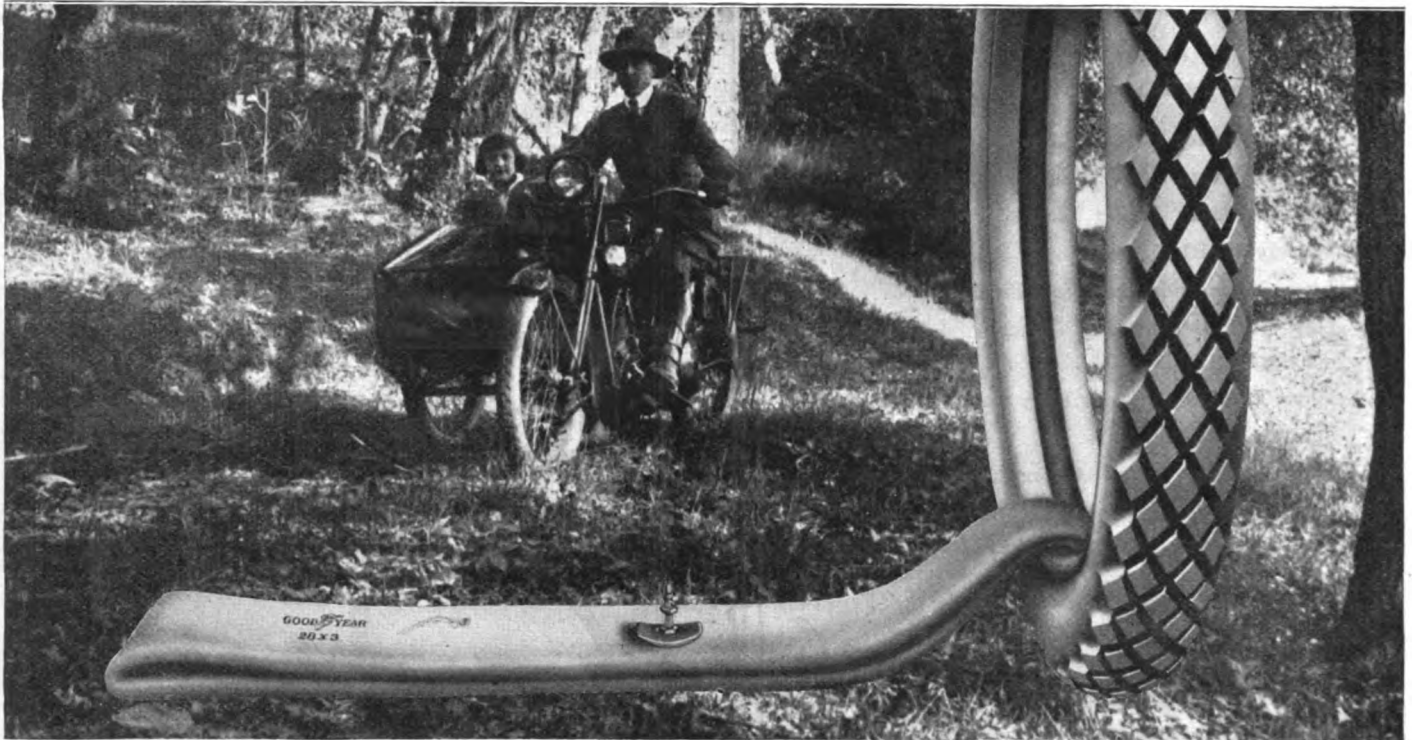
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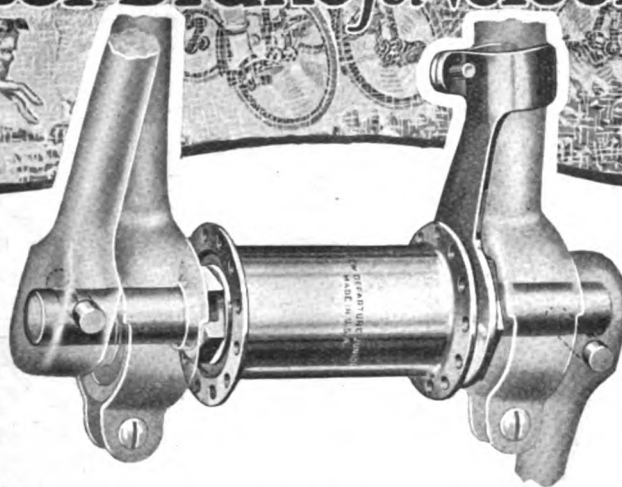
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Sidecarring *for* Lobsters and Clams

By John Edwin Hogg

BY the title of this story one might be led to believe that I am about to deliver a dissertation upon the merits of sidecarring for foolish people, or those who are wont to emulate the clam by the amount of noise they make. But not a bit of it! The title of this story implies just what it says—it is the story of a sidecar trip to the seashore in quest of exo-skeletoned crustaceans of the genus *Arthropoda*, those eight legged sea spiders of epicurean renown and famed as a chafing dish delicacy known as "à la Newburgh." They are likewise famous as a basis for salads, indigestion, and if not strictly fresh; ptomaine poisoning! As for the clams, the silence such as is advocated for the noisy motorcyclist with the open muffler is not what is meant. Instead, we are talking about the bivalve shellfish that inhabit our seashores, and having gastronomic importance as human food, when baked, steamed, or made up in the form of chowder.

A lobster fishing or clamming expedition may not be within the realm of possibility to motorcyclists living in sections of the United States remote from salt water, but when we stop to think how many motorcyclists live within easy touring distance of the seashore, these seashore pastimes lie within the touring radius of a vast multitude. Hence to give some enlightenment upon these pleasures to be found at the sea shore is the purpose of this story. A pleasure to be followed by a feast by any motorcyclist or sidecar party that cares to motor to the seashore.

Most of us are familiar with lobsters, both the human and the arthropodean variety, from having met the former and eaten the latter variety in cafes or restaurants. We see them in the fish markets, too, which is evidence that lobsters exist in the sea, as well as on land. Lobsters live on the bottom of the sea. They don't swim around ready to snap at a hook dangled at them through the water like fishes do. The lobster hasn't got a mouth with which he can swallow a hook, and besides if you did succeed in getting him to accept a bite of lunch on your hook all the hook could find to hook into is his armour plate outside skeleton with

which nature endowed him as a protection against his enemies. He isn't a fish, doesn't associate with fishes, and has little in common with them except to grab a bite of something to eat from them when one goes dead. For the most part lobsters are caught in nets, or in traps known as "lobster pots," which are baited and weighted down in the sea. They are left there long enough for the lobster fisherman to think there might be a lob-



She caught 'em herself, and what is more—she knows how to cook them!

ster in his nets or "pots." He then pulls up his lobster fishing paraphernalia, and maybe he has a lobster—or maybe he hasn't. Fishing for lobsters is thus about as thrilling as catching pollywogs in a well.

Seeking to put a new kick into lobster fishing we toured down to the seashore one fine January day. We went after them with two sea casting rods and reels, two lobster dip nets, and a generous supply of stale liver for bait. All of our friends thought we were a couple of lobsters for attempting such a thing, for who but a couple of crazy lobsters would ever entertain such a fool idea as to think they

could catch lobsters with rod and reel? They knew we were crazy, and lobsters at that; but when we came home late that evening with five big lobsters weighing from 2½ to 4 pounds each, alive and kicking in a gunny bag in the rear compartment of the sidecar, our neighbors and friends began to evince a great deal more interest in lobster fishing. Any one of them would have been a full meal for a family of two, but we had more friends than lobsters. They kidded us about buying the lobsters at the fishmarket, but that gag didn't hold water very well because market lobsters are usually dropped into boiling water to "make them dead." The boiling makes them keep longer after they are iced, and besides, a dead lobster isn't so apt to walk out of the market and leave the fish dealer "holding the sack."

Now before I spin this yarn any further, somebody is going to look at the pictures of these lobsters we caught, and say: "Why those are not lobsters! They haven't got pinchers!" To this I will say before the editor blue pencils this story, and before all the "kicks" start to pour in to break the postman's back with an unusual burden of mail—They are lobsters! They are Pacific Ocean lobsters, even if they haven't got pinchers like the lobsters that go into Newburgs and salads back on the Atlantic Coast. Some of our fresh water friends back in Iowa, Illinois, and other middle west states will call them "salt water crawdads," "crawfish," or the like, but I'll call them **LOBSTERS** because they are all the lobsters we've got in the world's biggest salt water pond. They make fine Newburgs and salads, so lobsters they are! If you don't believe me ask Rich Budelier, or "Hap" Scherer. They helped to eat the catch, and they're still alive, so they ought to know. Furthermore, the office of the California State Fish and Game Commission backs me in calling them lobsters. They say the name "Spiny Lobster" is correct, and if there is any doubt about it to call them by their scientific name—"Homarus Arthropodaecus Pacificus." The latter name may be correct, but it's a lot of excess baggage, and besides, it sounds too



The little lady objected to the usual method of killing lobsters by dropping them into boiling water. Likewise, she had qualms over witnessing the execution "a la Winchester"

much like slandering our lobsters. Note that the middle name and sur-name end in CUS).

We rolled out of that little rose clustered bungalow in Alhambra that we call Home with a brand new sidecar outfit. There were lobster nets, casting rods, bait, and other lobster catching equipment; also a big bucket for boiling the lobsters we expected to catch. There was a big tin box in the sidecar luggage compartment containing a lunch. With this array we rolled over the polished boulevards shortly after sunrise, heading for Portuguese Bay, 40 miles away, about midway along the seacoast between Los Angeles Harbor and Redondo. The bay itself is about three-fourths landlocked with a shore line of rugged rock cliffs that make it almost more of a salt water lake than anything else. The water is as clear as crystal, and into it one may peer down at the fishes and submarine gardens beneath. We had timed our trip to the seacoast so as to arrive there at low tide.

Away from the harbor we came to the end of the pavement, and began following the little cow path road that leads around the cliffs to the Palos Verdes Hills. This road is one to try the nerves of a skittish motorist. For miles and miles it is cut in the face of the cliffs, where to run off the road would mean a drop of five hundred feet or so into the seething breakers below.

Along this stretch my sidecar passenger opened the door of the vehicle, and lunged one foot on the step outside. She's had many a long hour in the air in airplanes, balloons, and dirigibles, with the same

pilot at the stick or gas valve who was now whirling the sidecar along the edges of these suicidal looking cliffs. "What's the matter, Sweetheart? Getting nervous?" I asked. "No," she replied, "not exactly nervous, but we've no parachutes for this drop in case we start to take it!" No sane sidecar driver, however, would ever have any excuse for running off the Los Palos Verdes Crest Road, and event-

A number of Japanese living in the Los Palos Verdes Hills, and plying their trade as fishermen on the sea make use of Portuguese Bay as a landing place for their fishing boats. Thanks to them they have built a road which leads down to the very shore of the little cove, and connects up with the cliff road above. There was a funny little sign at the head of this branch road inscribed with Japanese characters.

We were speculating as to whether it said: "Keep off—Private Road," or just what, when a Jap fisherman came up with a flivver truck loaded with fish. This Jap could speak a little English, and he explained the sign for us. "Thees sin," said the Jap, "he say—'Danger. Drive careful.' Here lurk the death demon." The road dropped down about a thousand feet in that half mile. It is full of ungraded hair-pin turns, and as the sign had been translated to us—the demon of death did lurk there, especially for the careless driver.

True to the prophesy of our tide calendar we found the tide was out. Making our way over the rocks as far as we could go without getting into the spray of the huge breakers that thundered against them near the mouth of the cove, we peered down into the transparent waters looking for lobsters or most anything else we could see. There was a lot to be seen there, too! The rocks were covered not only with mus-

sels, but with star fish, sea anemones, sea cucumbers, barnacles, and what-not. There were more kinds of sea creatures there than we had names for, and in the water just out from the rocks quick



The first lobster caught. It's all over for him but the boiling kettle

ually we arrived at Portuguese Bay with no greater difficulty than having to inquire the way at a fork in the road from a Japanese farmer who could speak no English.

fishes flitted to and fro. Jellyfishes floated around like big iridescent lampshades, and down in the kelp and other sea vegetation we could see great spider crabs, sting-rays, and a dozen other kinds of aquatic things without name.

In the midst of our gazing down into the pools Ruth (my wife) let out a shout. Simultaneously she pointed down between the rocks. I looked in the direction indicated, and there along the ocean floor crawled a lobster—the very sea game we were looking for. With that we began to see if we could tempt his appetite. The lobster nets were baited and lowered between the rocks, as near the lobster as we could safely let them down without scaring him away. Then with our casting lines baited we lowered them, and began tickling the lobster's whiskers with the stale liver bait. At first he appeared to be wholly indifferent, but a minute or two later he crawled languidly and took a bite of Ruth's bait. She let him sample it, and then dragged the bait a foot or two away from him. In another minute the lobster had caught up with her bait again. She let him have another nibble, and then pulled the bait away—each time in the direction of the net. It took twenty minutes of teasing him to coax the foolish crustacean into the net. He was a two and a half pound beauty.

Right here a few words are in order about some of the peculiarities of the Pacific Ocean lobsters. When you get them on shore they flap their tails, kick with their four pairs of legs, and make an awful fuss. Having no pinchers their front end is harmless, and their long "feelers" are convenient appendages for handling them by. Their tails, however, are their "business ends." On the lower sides of their great meaty tails they have rows of boney spikes that look like overgrown rose thorns. If you pick him up by the tail, and he closes his tail, you can expect to lose anywhere from one to eight fingers. When the lobster closes his tail the rows of spikes work like the cutting prongs of a pair of hair clippers. Thus if you get a finger between them, and he folds up his tail—it's Goodbye Fingers! The lobster's tail is accordingly much like a buzz-saw. It's a good thing to keep your fingers away from.

Another odd thing about the lobster is that when you pull him out of the water

he will live for several hours, and you don't have to tie him, or sew him up in a gunny sack to keep him from walking back into the ocean. On land he's clumsier than a dodo, although decidedly active in the water. The reason for this is that he must have the displacement of part of his weight by the water in order that his strength is sufficient to enable him to get around readily. When the displacement of his weight by the water is taken off of him, he's about as helpless as a new-born baby. Knowing this we placed our lobster in a depression in the rocks that the outgoing tide had left filled with sea water, and gave him some food to keep him contented until we were ready to take home.

We looked all around through the water at the edge of the rocks trying to locate another lobster, but couldn't find one. Finally we decided to try a few casts with our baited casting lines in the submarine gardens to see if we could coax one out. This scheme worked fine. We only made about a dozen casts each before both of us brought out a lobster at the same time. The one that "fell" for Ruth's bait was evidently hungry, for he hung onto it refusing to let go. In a single pull she dragged him along over the seabottom for

blaze to boil. "What are you doing that for?" asked my wife. "Why, I'm getting ready to fix a lobster for dinner," I replied. "Fair enough," she answered, "but how do they kill those things before cooking them?" "Easy enough," I said, "you just let your kettle get piping hot, then you take your lobster by the whiskers, and douse him into it." With that she let out a shriek. I've often seen her cringes when swatting a house fly, and the thought of boiling a lobster to death was too much for her. "I couldn't eat the meat of any creature killed in such a barbarous fashion," she declared. "You'll have to shoot him first, or I can't eat it!" "Alright Dear," I replied, "I've got my little Winchester over there in the sidecar, and it shall be as you say. I'll kill 'em first."

Another word of advice on seaside fishing trips is in order here. When you go take your drinking water with you. You can't drink sea water, and good drinking water is usually scarce at the sea shore. We had profited by past experiences, and if we hadn't our tongues would have been hanging out for the lack of those two six quart canteens in our sidecar. Also if you go lobster fishing, and expect to eat your lobster on the shore; take a hatchet, or a big strong knife along with you for getting inside of their shells. We had a hatchet that I'd put in the sidecar for cutting firewood, etc. Otherwise we'd have been calling on some of those Jap farmers back in Los Palos Verdes Hills trying to borrow a pair of nut crackers, a can opener, or some other kind of an implement for getting that lobster's suit of armor off of him!

The afternoon's fishing netted us three more lobsters, or six for the day's fishing, including the

one we had eaten. The honors for the afternoon's sport were just about evenly divided. The wife caught one more, and I got two. She had four for my two, but I made up for the lack of numbers by pulling in the biggest one—a four and a half pounder that made such a fuss in the net that it seemed as if I were pulling up the whole sea bottom.

We were fumbling around on the shore trying to figure out where we were going to carry the five live lobsters so they wouldn't get mixed up with the wife's toes in the sidecar, when she called to me from a point up the beach a little



A beach full of clams, such as you'd pay fifty cents a dozen for on the half shell in any first class café. Your's for the picking here!

twenty feet or more, and set him down "ka-plunk" in the middle of one of the nets. Up came the net, and in another minute we had the second lobster safely deposited in our receding tide aquarium. It was a three pounder that time. While my wife was landing her second lobster, I had been busy playing with the other one that I'd coaxed out of the kelp.

With the landing of the third lobster the sun directly overhead told us it was noon. We adjourned to the shore, and pulled our lunch box out of the sidecar. I built a fire, filled our kettle with water, and set it on a couple of rocks over the

way where she was strolling around over the sand. "What makes this sand bubble like that?" she said, pointing to a place on the beach that spouted like a tiny geyser. "Derned, if I know," I replied, "let's find out." With that I withdrew my hunting knife and began scooping the sand away with the blade. About six inches below the surface the knife scraped against the cause of the disturbance. I pulled it out, and it was a nice fat Pismo clam. "So! Ho! That's what's doing it!" I exclaimed. "We may as well get a couple of sticks, and go to work, because these things are fine on the half shell, and they make wonderful chowder." In another minute we were digging around on the beach every place we could find a bubble, and every bubble we dug into yielded a clam. In twenty minutes we had our lobster kettle filled, and both of our hats as well—with Pismo clams, mind you! Such as you'd pay half a dollar a dozen for in any city cafe!

An hour and a half later we rolled into Budelier's motorcycle shop in Los Angeles to replenish our supply of oil. "Where's the big Boss?" I asked Jim Goddard as we drove into the service department. "Why, I think he's up in front," replied Jim. Then without letting the service man see us do it, I fished the big lobster out of the sidecar, hid him under my coat, and adjourned to the little social parlor that Budelier built for the boys in connection with his salesrooms. Rich (as we all knew Budelier out this way) was there, as were also Long John O'Connor, Verne Guthrie, and Dud Perkins, who had just ridden in from San Francisco.

LOWER PRODUCTION COSTS PREDICTED

ELLUSTRATED:—Now that the automotive industries are recovering from the wallop inflicted by the financial situation of 1921, it seems timely to turn to further means of "popularizing the breed." The four-wheeler folks have gone at it through price reduction, at the same time emphasizing value for the money in comfort, utility and economy, and this phase can well be adopted by the motorcycle manufacturers. It will have to be faced sooner or later, but the sooner it is faced the better will be the manufacturers' financial condition.

As regards quality of material used,

the average motorcycle ranks close to the Ford, which it may surprise your readers to learn is on a par with the Locomobile, Mercer and the high class imported automobiles, and comes just under Rolls-Royce. As regards workmanship, the average motorcycle is way above the Ford and is classed with the Dodge and Cadillac to use two well-known four-wheelers for comparison. As regards cost of production, there can be no comparison with the automobile trade as no automobile maker outside of Rolls-Royce could afford to build on the unscientific lines followed by most motorcycle factories.



Leaving trademarks on the sands of time. You can't do it with any motor vehicle other than a solo motorcycle or sidecar outfit

Price reduction is inevitable, to meet the increasing competition of the automobile and to increase the use of the motorcycle in the United States and Canada. As it can't be met by reducing the quality of material and workmanship, it will mean reducing the cost per part, the cost of erecting, and the reduction of the number of parts going into the machine. To this may be added the reduction of time and labor in making the parts.

Another means of "popularizing the breed" lies in refining the appearance of the motorcycle. The popular automobiles are not sold on the strength of acres of nickel-plating nor on sprawling trademarks. The machine with the Parkerized or enamelled handlebars sells just as well as the one which is plated; those who are interested as riders or prospects know the different makes without having to refer to the huge transfers on both sides of the tanks.

The Cadillac and other cars of the same class have a small shield on the radiator as the sole trademark visible to the public. No one in his senses would want to wear the name of the tailor who made his coat in gold letters between his shoulders. Does the Cadillac sell any less because of the absence of its name along the sides? Is the motorcycle such an in-

ferior vehicle that circus parade ideas are necessary to market it? Is it any less of a personal possession than a man's clothing?—D. R. HOBART, Springfield, Mass, March 30, 1922.

HOOSIER CLUBS DINE

THE large K. of C. Hall in Muncie, Indiana, was recently the scene of a big banquet and blowout jointly enjoyed by the youthful Muncie Motorcycle Club of Muncie, and the Entronuse Motorcycle Club of Marion, Indiana. The affair which officially opened the season for the Muncie motorcycle riders was sponsored by Glenn A. Scott, of Marion, and who has a branch agency in Muncie.

When the Entronuse Club of Marion arrived in Muncie, some fifty strong, they found more than a hundred Muncie motorcyclists and would be motorcyclists awaiting them at the local Harley-Davidson agency.

The evening's program started with the entire party singing "America," standing facing a large American flag at one end of the hall. The song was then followed by a standing introduc-

tion, every one present standing, stating his or her name and city.

The serious part of the evening was ably conducted with a series of good talks by different parties present. The Entronuse Club president, O. G. McKeever, spoke on "Good Fellowship." "The Advantages of a Motorcycle Club," were brought forward by W. E. Scott. The activities of the M. & A. T. A. were spoken of by R. E. Platt, salesman for the Harley-Davidson Motor Company, in his "M. & A. T. A. Convention for 1922." The good points of "National Gypsy Tours" were espoused by F. E. Scott. Speech making of the evening was brought to a close when Geo. Simpson of Muncie delivered the punch of the evening when he explained the real reason for the meeting, i.e., to show Muncie motorcyclists that motorcycling was still on the map and going strong; that the Marion club had accomplished wonders as a club and can do likewise.

Another result of this meeting was the formation of a ladies' auxiliary to the Entronuse Club of Marion. With a charter membership of twelve already secured, the Entre Nous Motorcycle Club, the name the ladies decided upon, bids fair to become one of the largest of the distinctly ladies' motorcycle clubs of the country.

National Stars Entered at Capistrano

CAPISTRANO HILL is in better shape this year than ever before due to the super-moisture of the past winter, is the report from Santa Ana, Cal., and mountain scalers of former years are getting ready for the annual classic. "Dud" Perkins, open champion of 1920-21, has already filed his entry for the big classic again this year.

Floyd Clymer has his entry in the mails. He will be in the Indian camp. As the winner of the "74" class in 1920 and the "61" event of 1921, Floyd guarantees a wicked performance. His riding last year with an ankle swathed in bandages from injuries sustained in practice was one of the big thrills of the day.

Archie Rife is coming down from Sacramento again to do the electric stuff for Indian. Rife was the first ever to go over the top with the Indian, in the 1921 climb.

Of course we will have Wells Bennett once more. Wells will carry the Excelsior colors as of yore, and he will have some special factory stuff under him.

Better fields than ever are assured for the 37-inch events. D. Dorsten already is nominated in the expert event with a Scout which won the 1921 novice class as well as a couple of endurance runs, an economy and a non-stop.

"Hap" Nelligan of Riverside is putting in a pet Scout that he thinks well of and "Rich" Budelier has promised a couple of Harley-Davidson Sports which will be very soupy. "Rich" also will be represented in the two big events.

Ralph Sullivan of Los Angeles and Charlie Moist of Long Beach are two more strong contenders of other years who will be on deck again. It is hoped to persuade the Ace folks to enter Roy Artley, although they are rather lukewarm on hill climbs, but there is only one Capistrano.

The course has been thoroughly marked and staked so that distances will be quickly ascertainable.

Trophy cups have been promised by the Indian, Harley-Davidson and Excelsior factories and will be the major awards in three events for experts. The club will give a gold medal as the major prize in the "37" novice class.

E. A. Trabant has the starter's job as in years past and W. H. Sutton will officiate as referee for the second year. He will have three judges along the course to assist in close decisions.

PROVIDENCE M. C. SCHEDULE

THE Providence, R. I. Motorcycle Club announces the following schedule of outdoor events for the 1922 season:

APRIL 2. "Trout Season" opens. Begin to get your worms now. 8 a. m.
APRIL 16. Annual "Trophy Run." Secret sched.

ule road contest. Check Providence, Washington, Hope Valley, Westerly, Wakefield, East Greenwich, Conimicut, Providence. Entry fee \$1.00. 10 a. m.

APRIL 30. Annual "Herring Run" to Taunton, Mass. Free Lunch. 10 a. m.

MAY 14. "Point Judith." Fishing off the breakwater. (Special fishing contest for club members). Prizes Firestone tire and tube. Entry fee 25c. Basket Lunch. 9 a. m. Route is through Hamilton. "Tom" Peckham's favorite.

MAY 28, 29, 30. Shore route. Westerly, New London, New Haven to Savin Rock. Return through New Haven, Meriden, New Britain, Hartford, Springfield, Worcester, Woonsocket and Providence. 10 a. m. May 28.

JUNE 18. "Gypsy Tour." Destination unknown. Follow Capt. Manschott. Basket lunch. 8:30 a. m.

JUNE 25. Hide-O-Way Lodge. Special invitation from Pres. E. B. Arnold. 9 a. m.

JULY 2, 3, 4. "Cape Cod." Walter Jencks' favorite. Let's all go. 9 a. m., July 2.

JULY 16. "Swenson's Camp." Let the Winrooths lead. They know the way. 9 a. m.

AUGUST 6. Swenson's "Free Picnic." For Indian riders. Everything free. Usual "games," including pie eating contest. Guides leave Exchange Place every half hour from 8:30 a. m. to 12 noon.

AUGUST 20. Worcester, Mass., through North Attleboro, Wrentham and Milford. Albert Durfee in the lead to Milford. 9 a. m.

SEPTEMBER 2, 3, 4, 5, 6, 7, 8. "A Real Tour." Connecticut Valley to Hartford and Springfield. The Berkshires and Jacob's Ladder to Pittsfield, the Lebanon Valley to Albany and Troy, then Saratoga Springs, Lake George, Lake Champlain, Adirondack Mountains, Plattsburg to Canadian line. On return trip the Mohawk Trail from North Adams, the Deerfield Valley to Northampton, Mount "Tom" and Holyoke to Springfield, Worcester, Woonsocket, Pawtucket and Providence. Distance about 900 miles. See B. A. Swenson for further details. Bring tents and camping outfits. Take along cameras and fishing tackle. Come along and enjoy a real Gypsy Tour.

SEPTEMBER 17. "Berry Picking Party." Wild cherries, blackberries, elderberries for John G. Edwards' annual Home Brew. 9 a. m.

OCTOBER 1. Annual "Triangle Run." Providence to Boston, to Worcester to Providence. Entry fee \$2.00. 8 a. m.

NOVEMBER 24. Annual "Turkey Run." 102-mile road contest. Entry fee \$1.00. 9:30 a. m.

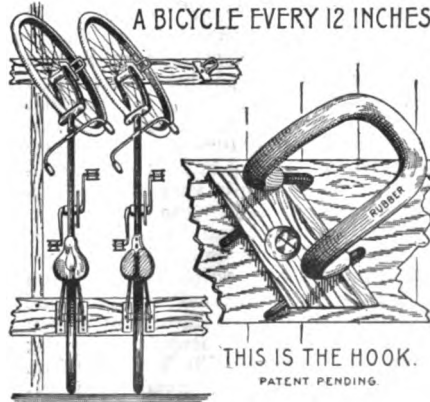
These "Runs, Tours and Contests," are open to all, whether members of Providence Motorcycle Club or not.

B. A. Swenson has tendered the club, for the free use to club members, a large tract of land, including three islands located at the south end of Lake Quindnick, Summit, R. I., with use of cabins, boats, and fishing privileges.

NEW BICYCLE HOOK

Bicycle dealers who carry a good sized stock and are limited as to storage space will be interested in the Johnnot bicycle

THIS IS THE RESULT OBTAINED BY USE OF HOOK
A BICYCLE EVERY 12 INCHES.



hook, which permits of ranging the bicycles along the wall, a bicycle every

twelve inches. Every wheel is held firmly in place and they cannot be thrown over against each other. Any wheel can be removed or replaced without interfering with the others. The Bison Mfg. Co., 508 Michigan avenue, Buffalo, N. Y., has taken over the manufacture and sale of the hooks, a patent for which has been applied for.

BUSINESS GOOD, SAYS MILLER

IF things continue as they have started the present season of 1922 will easily be our best year in the business yet." Such was the opinion expressed by Mr. E. Miller, senior member of the firm of E. Miller & Company, Milwaukee.

These dealers carry the Johnson motor-wheel, Cleveland motorcycle and the Miller Flyer brand of bicycles.

Mr. Miller states that he finds a ready market for the Johnson motor-wheel and confidently expects to sell several of them the coming season.

The Miller Flyer bicycle is of Mr. Miller's own make, the trade mark being his own. Bicycle business in Milwaukee is always good, there being several active riding clubs, and Mr. Miller states that he is getting his share of the spoils.

CALGARY CLUB ORGANIZED

THE Calgary Motorcycle Club, which has been dormant for some time, has been organized for 1922 with the following officers: President, S. E. Whitney; vice-president, M. Priest; secretary-treasurer, F. J. Hand; assistant secretary-treasurer, J. E. Porter; road captain, F. Johnson; directors, M. Larkin, G. MacKie, W. MacFadyen, M. Fawcett and F. Johnson.

The club, which already has a membership of 30 local riders, was formed to create good fellowship among the motorcyclists, and to discourage speeding and reckless riding. The club's colors are black and gold.

INDIAN AFTER NEW RECORDS

The Indian hour record trials at Beverly Hills, Los Angeles, probably will come off next week. Hepburn's big base eight-valve, No. 38, was displayed in the Los Angeles' agency window. According to A. F. Van Order, who claims to have the straight dope, the job showed 42-horsepower on the block and is the fastest Indian ever sent to the Coast.

FRESNO RIDERS PRACTICE UP

Fresno, Cal., motorcyclists have been holding a "try out" for the hill climb, scheduled for May 7 at Morgan Hill. In addition to thirty riders from the Raisin City, there were motorcyclists from Visalia and Tulare, Cal., who hope to take part in the hill-climbing contest.

Maryland May Lower License Fees

Bill Has Already Passed House and Is Before the Senate

HURRAH for Maryland! They actually propose to reduce the motorcycle license fees. The bill has already passed the House and is now before the Senate. The Maryland Motorcycle Club is conducting an active campaign in behalf of the bill which is known as House bill No. 301.

It was introduced by the Hon. Daniel C. Joseph, and you can bet the Hon. Dan will get the solid motorcycle vote when next election day rolls around. The bill, if it becomes a law, will abolish the \$3 extra now charged for a sidecar license and also the requirement for a sidecar title which costs \$1.25. The saving to the rider is \$4.25 the first year and \$3 annually thereafter.

All motorcycle riders in Maryland are writing to the state senators representing their districts, urging them to vote for the passage of the bill. The Maryland Motorcycle Club sent a request to all registered riders to take such action, and here is a reply that one of them sent back to the club:

"I am writing to you to let you know that I received your letter and was very glad to hear from you, dear sir. I am going to ask you do you mean I can get a 1917 sidecar for \$3 from you. I will sure get one and also do you carry frame for 1912 model and if you do please write back at once and let me hear from you.

"P. S.—I am the great dare devil rider in Maryland. Do you carry races? If you do please write and let me know."

Whatever else may be said of this rider he can't be accused of failing to know a bargain when he sees it.

START RACES ON TIME

THE first of a series of monthly handicap club races was run Sunday, April 2, by the Empire City Wheelmen on the Ocean Boulevard, distance being twenty-five miles. Owing to the strenuous ruling of the chairman of the race committee "that all races must be started on the time scheduled," a small field of starters were on hand. Only sixteen riders participated.

William Wherry, with a handicap of one minute, was the winner. Phil Eiler, another minute man, finished second; Alfred Wright, 2:30, third; Charles Bremier, 2:30, fourth. The veteran, "Bill" Taylor, riding from the 1:30 mark, finished fifth, while Lucas Muller, 2:30, was sixth.

The high winds that blew up and down the course made fast time impossible, and the scratch men were content to finish in the rear of the leaders. William Napier,

the chairman of the race committee, is determined to start all races as per schedule and insists that races in these days of automobile traffic, must be under way as early as 8 A. M. and not left to linger until traffic monopolizes the roads, making it dangerous for the riders.

EXPORTS FROM NEW YORK

DURING February, \$1,491 worth of bicycles were exported from the Port of New York. During the same month 893 motorcycles, valued at \$240,488, were exported. The value of cycle parts was \$33,760 for the same period from the same port. The values by countries with the number given for motorcycles follows:

Bicycles—Germany, \$65; Norway, \$80; England, \$10; British Honduras, \$13;

Nicaragua, \$89; Panama, \$173; Mexico, \$20; Bermuda, \$50; British West Indies, \$10; Cuba, \$320; Virgin Islands, \$185; Colombia, \$150; Venezuela, \$70; British India, \$34; China, \$160; Australia, \$18; Portuguese East Africa, \$53. Total, \$1,491.

Motorcycles—Belgium, \$21,349 (77); Denmark, \$375 (2); France, \$5,227 (32); Germany, \$230 (1); Italy, \$23,010 (87); Netherlands, \$77,429 (281); Norway, \$23,661 (109); Spain, \$16,473 (59); Switzerland, \$6,550 (20); England, \$6,333 (25); Guatemala, \$148; (1); Cuba, \$125 (1); Argentina, \$2,860 (19); Colombia, \$306 (1); British India, \$5,795 (21); Java, \$9,137 (32); Australia, \$31,441 (114); New Zealand, \$3,140 (11); British South Africa, \$1,115 (4); Egypt, \$1,271 (4); Algiers, \$390 (1). Total value, \$240,488. Number, 893.

Cycle Parts—Belgium, \$2,273; Denmark, \$1,710; Estonia, \$1,069; France, \$7,847; Germany, \$275; Italy, \$2,014; Netherlands, \$6,947; Norway, \$7,328; Spain, \$2,848; Sweden, \$989; Switzerland, \$318; England, \$883; Nicaragua, \$31; Panama, \$46; Mexico, \$171; Bermuda, \$698; Barbadoes, \$50; British West Indies, \$86; Cuba, \$1,067; Dutch West Indies, \$37; Haiti, \$102; Virgin Islands, \$218; Argentina, \$578; Chile, \$21; Peru, \$494; Venezuela, \$170; British India, \$2,477; Ceylon, \$93; Straits Settlements, \$1,176; China, \$79; Java, \$4,985; Japan, \$24,455; Palestine, \$84; Philippine Islands, \$727; Australia, \$10,022; New Zealand, \$83; British West Africa, \$15; British South Africa, \$277; Egypt, \$317. Total, \$83,760. Total weight, 163,606 pounds.



SATURDAY, April 1, is always a day of good will and smiles at the home of the Excelsior and Henderson motorcycles out at 3700 Cortland street, in Chicago. Cause why? Cause it's the birthday of Ignaz Schwinn, and just as regular as the calendar rolls around there appears on Mr. Schwinn's desk a great bouquet of the finest flowers a special committee of the employees can find in any Chicago hot house, and just as regularly Mr. Schwinn is very much "surprised" and pleased (the pleasure is genuine anyway), and he reciprocates by making the rounds of all the offices and leaving a rose on the desk of each girl employee. Just which milestone was marked by last Saturday is not stated. It doesn't matter anyway for years don't count with Mr. Schwinn. During the day he received many expressions of good will from his hosts of friends in the cycle industry.

QUEENSBORO BARN DANCE

THE second annual barn dance of the Queensboro Motorcycle Club, held Saturday, April 1, was a "big night for all." The members and their friends turned out in proper costume. The Harlem, Precision and Yorkville clubs were also well represented among the guests. Each club had a grand march of its own and gave its war cry. The country store and the "pi" chase proved popular and several members displayed their singing ability. A "good time was had by all."

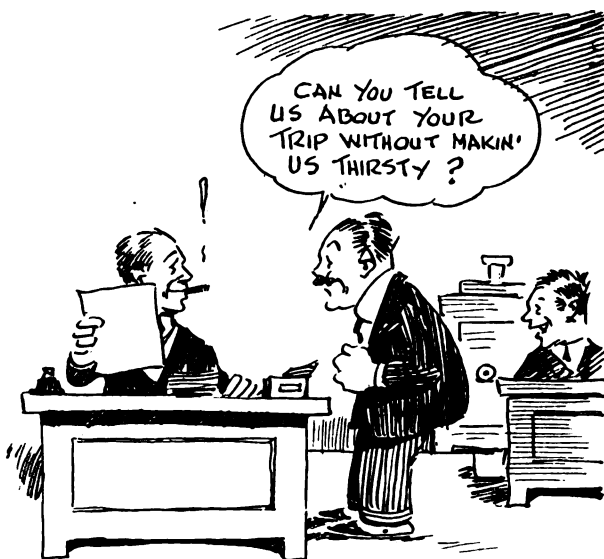
CROTONA VS. NEW JERSEY

On Tuesday, April 11, the Crotona Motorcycle Club bowling team will try conclusions with the strong team of the New Jersey Motorcycle Club at Alex Grehl's alleys, 162nd Street and Third Avenue, New York. The game will start at 8 o'clock and Miss Frances Loeb will act as official referee.

WEEKLY WHIRL of WHEELS



IN THE FUTURE INDIAN DEALERS IN THE METROPOLITAN DISTRICT WILL BUY DIRECT FROM THE MAIN TEEPE AT SPRINGFIELD, MASS.



PRESIDENT WALTER DAVIDSON, OF THE HARLEY-DAVIDSON MOTOR CO. IS BACK AT HIS DESK AFTER A VACATION TRIP TO CUBA



MASSACHUSETTS MOTORCYCLE ASSOCIATION WILL HOLD ITS ANNUAL HILL CLIMB AT WORCESTER APR. 19 (PATROTS DAY)



HORACE M. AND JOHN M. HUFFMAN HANG OUT THEIR SIGN AT DAYTON, O.

OH LOOK - A DUPLEX APARTMENT ON WHEELS!!

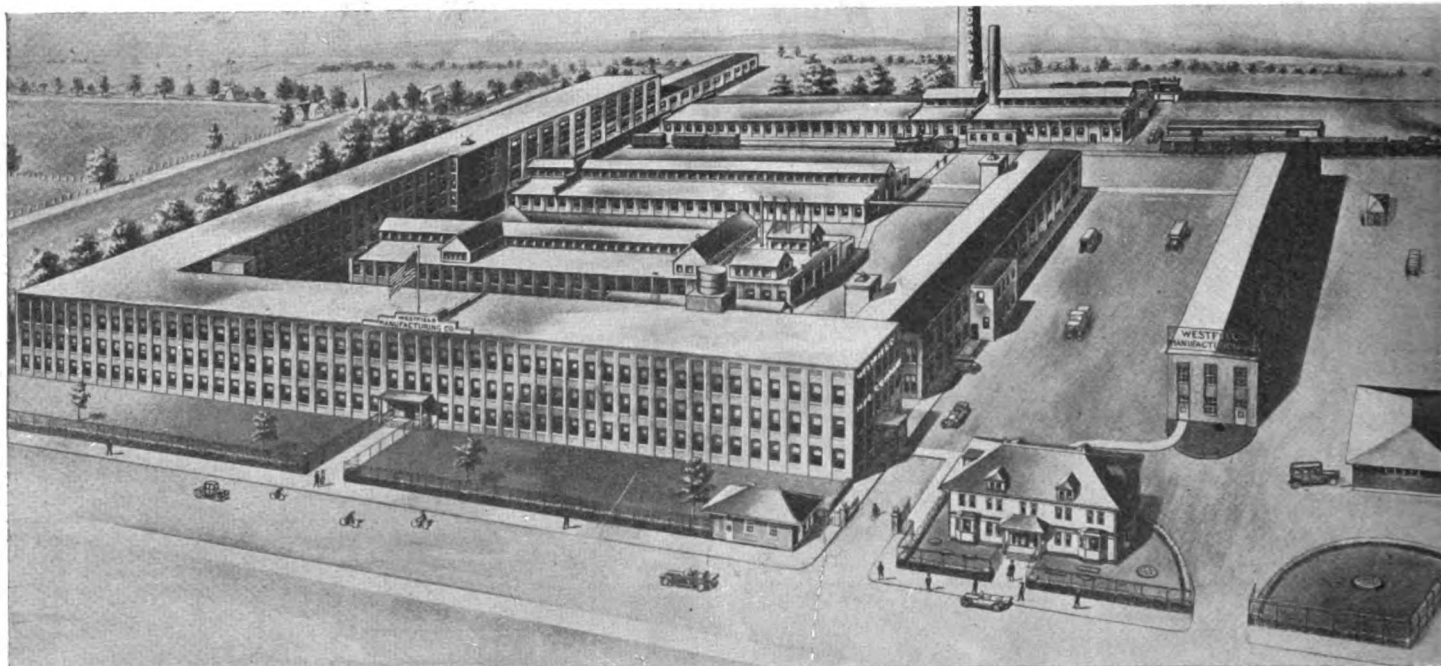


CARL GLICK, PRESIDENT OF THE FRANKLIN CLUB, CHICAGO, STARTS ON A BICYCLE TRIP TO CALIFORNIA

LAP GAINED MONDAY	300 ⁰⁰
TUESDAY	320 ⁰⁰
WED.	340 ⁰⁰
THURSDAY	360 ⁰⁰
FRIDAY	380 ⁰⁰
SATURDAY	400 ⁰⁰
PENALTIES	100 ⁰⁰
BAD PICK-UPS	300 ⁰⁰
OVERSLEEPING	200 ⁰⁰
FLIRTING	
ASKING COL. CHAPMAN FOR TICKETS	1,000 ⁰⁰

SIMPLE, ISN'T IT?

DERTEL W. KING, A BROOKLYN FAN, DOPES OUT A SYSTEM OF DECIDING SIX-DAY RACES



Westfield Bicycle Factory at Westfield, Mass.

Little Journeys in

By W. H. Parsons

FROM Springfield, Mass., to Westfield is a pleasant trolley ride, over a winding route that follows a river valley. It's an enjoyable trip, or would be, if the conductor would only let you alone long enough to give you a chance to take in the scenery, but just as you glimpse a specially fine view there is a tap on your shoulder and the conductor says "fare please."

Collecting the fare is almost a habit with the conductors on the New England interurban lines. The management of the roads likes to see their employes busy. If tickets were sold, all the conductor would have to do would be to punch them and be done with it and that wouldn't keep him busy at all. So they divide the line up into zones and collect the fare in every zone. There are three zones between Springfield and Westfield and so if you've been there before you know you are nearing Westfield when you have unbuttoned your overcoat and dug down for seven cents for the third time.

When you go to Westfield from Springfield by trolley you tell the conductor on his third fare collecting expedition that you want to go to the Westfield Bicycle factory and he lets you off at a corner on which you find a sign that says "this way to the Westfield Mfg. Co."

At the Westfield factory we met our first disappointment since leaving New York. We did not find J. P. Fogarty at home. It happened that there was a meeting of the Bicycle Manufacturers' Association at Buffalo on that day and J. P.



JOHAN P. FOGARTY, born July 20, 1867, at Springfield, Ill., began riding in 1884 on a COLUMBIA EXPERT high bicycle. Charter member Capitol City Cycling Club, Springfield, Ill. Retail bicycle dealer 1892. Traveled during winter months for Sterling Cycle Works. Employed by Pope Manufacturing Company, Hartford, 1893 as traveling salesman. Manager Columbia St. Louis branch 1895-1897. Special traveling representative for same company for several years. Assistant Sales Manager, Western Department, Pope Manufacturing Company, 1903. Sales Manager 1904. Purchasing Agent Pope Manufacturing Company, Hartford, 1905-1913. Factory Manager Westfield Factory 1913. General Manager Westfield Factory 1914. Secretary and General Manager Westfield Manufacturing Company 1915. Married and has two sons. "He loves the bicycle, loves the bicycle business, and believes implicitly in the future of the industry."

The Cycle Field

No. 3

was there. The young lady at the desk said "Chick" was in. She didn't call him "Chick." She said "Mr. C. J. Fogarty is in." He invited us into his office and just to be sociable I asked him how the new aluminum pedal was going, and that's the time I started something. I'll bet "Chick" dreams about that pedal, and they must be pleasant dreams, for it certainly is an honest to goodness pedal.

"Feel of that rubber," said he. "See the life in it. Heft the pedal; see how light it is. Twirl it; see how it runs. Can you beat it? Look at the nifty way it is packed; each pair in a box and twelve boxes in a carton. No trouble for the jobber and the dealer to handle it. All ready packed. Look at the snappy color scheme on the boxes and cartons. And do they like it? Say man, the trade's just eatin' 'em up."

Oh yes, "Chick" thinks a lot of that aluminum pedal. He did restrain his enthusiasm sufficiently to admit that they also made and sold bicycles, and took us in for a little chat with Sales Manager L. D. Hardin.

"The situation is healthy," said Mr. Hardin. The jobbers and dealers have cleaned out their stocks fairly well and are sending in encouraging orders. They are not ordering so many bicycles at a time but the orders are coming in oftener, an indication that they are selling what they order. It makes it a little harder for the factory because the only way we have of estimating the demand will be a month hence is by averages. There is a danger when Spring opens up that some deal-



CHARLES J. FOGARTY, born in Springfield, Ill., November 17, 1894. Attended schools in St. Louis, Mo.; Chicago, Ill., and Hartford, Conn. In Hartford during school vacation worked in Times Office and as clerk in Stock Department of old Pope Manufacturing Company. After leaving Hartford High, worked in warehouse and later as salesman for P. Garvan Paper House. In 1913 moved to Westfield, working four years in the factory of the Westfield Manufacturing Company, helping out at marking bicycle crates, loading freight cars, etc., later having charge of the Shipping Department, and as Production man in charge of seeing that bicycle orders were shipped promptly. Joined the office force as Manager Order Department and Assistant Paymaster. Later was Paymaster and Traffic Manager. Since 1918 Manager Jobbing Sales Department, to which duties the marketing of the new Westfield Aluminum pedal was recently added. Also official entertainer during the summer months of all bicycle buyers with golfing tendencies.

ers who are delaying with their orders will not get deliveries as promptly as they wish, for we can not tell definitely just what the demand will be and we may not have enough stock on hand to make immediate shipments. It would be well for the dealers to make careful estimates on what their needs will be for the next four or five months and place their orders soon if they wish to make sure of having the bicycles when they need them."

"F. M." said he'd like to take a "little" trip through the factory if it wasn't against rules. He put the emphasis on the "little," remembering his journey through the Indian factory and realizing from what he had seen of the outside of the plant as we walked over from the trolley line that a trip through all those buildings would be more exercise than he felt the need of just then.

"We aim to please" quoted "Chick." "How much time have you got?" We told him we expected to catch the 6:32 out of Springfield for New York which would make it necessary for us to get the 5 o'clock trolley out of Westfield.

"All right," he said. "I'll take you down to the trolley station in Dad's car, so if I tire you out walking you through the factory you won't have to run for the trolley anyway.

We saw the various processes of manufacture, from the raw material to the finished and crated bicycle. It might be a good thing if some of the folks who think prices are high could go through a big bicycle factory and get a first hand demonstration of the amount of skilled hand labor that goes into their construction, and the quality of material used. Instead of complaining of high prices they might wonder how in the world the factory could sell them so cheap. The answer is efficient organization, no waste motion and quantity production.

In the enameling room we found more colors than the rainbow ever knew.

"They're all pretty," said "Chick," "but for my part I think this one on the end is really the best."

It was an emerald green.

Just about the time we were beginning to wonder if we would catch that car our tour of the factory ended at the garage. Ten minutes later we were bidding good bye to "Chick" at the trolley terminal and before he was out of sight we were once more digging down for nickles and pennies for the busy conductor.

There was half an hour to spare before our train left Springfield and we had about the only meal we were allowed to pay for in that town at the depot restaurant. "Wait a minute," said "F. M.," as the cashier counted out the change. "I want a cigar."

(To be continued)

NORWAY A POTENTIAL MARKET

NORWAY offers a potential market for American automotive products. The outlook at present is not promising, however, due to the general business depression and the high rate of exchange of the American dollar.

The number of motor vehicles registered in Norway increased from 972 on October 15, 1913, to 16,640 on October 15, 1921. Up to 1918 the number of vehicles increased slowly but steadily. After that date the increase was more pronounced, rising from 4,700 to 7,639 in 1919, then to 13,700 in 1920, and to 16,640 in 1921. The following are the various kinds of motor vehicles registered in Norway on October 15, 1921: Passenger cars, 8,050; trucks and delivery cars, 3,072; and motorcycles, 5,518. The number of licenses issued increased from 1,350 in 1913 to 38,238 in 1921. Of the latter number, 1,141 were issued to women drivers. License fees collected totaled 53,700 crowns in 1913, 677,960 crowns in 1920, and an estimated 850,000 crowns in 1921, the exact amount not yet having been determined.



L. D. HARDEN, born November 26, 1871, at Ellsworth, Maine, began riding a bicycle in 1891, on a Columbia Light Roadster high bicycle, which was his first year with the Pope Manufacturing Company, Boston, Mass., with whom he went to work, after graduating from Bryant-Stratton Business College of Boston, in the general office as Order Clerk, a few years later moving to Hartford, Conn., when the general office moved to that city from Boston, taking charge soon after that of the Bicycle, Parts, and Repair Order Departments. In 1908 he became Assistant Sales Manager. While in that position he visited jobbers and dealers as far south as Jacksonville and St. Augustine, Florida. In 1911 he took over the management of the Sales Department, and traveled during part of each year thereafter, including several trips to Washington, Oregon and California. Moved from Hartford, Conn., to Westfield, Mass., in 1913. Became General Sales Manager in 1920. He has been in the employ of the Pope Manufacturing Company and, later, the Westfield Manufacturing Company since 1891 except the two years that the American Bicycle Company was in existence.

He has always ridden a Columbia bicycle since 1891, and is now riding the Chainless type for pleasure and convenience. Married and has one daughter. Mr. Harden says: "Once a bicycle always a bicycle with him."

The total mileage of main highways in the 18 districts into which Norway is divided amounts to 13,422 kilometers (8,340 miles), 10,834 (6,731 miles) of which are entirely open, 1,857 (1,153.8 miles) partially closed and 735 (456.7 miles) (5.5 per cent.) entirely closed for automobile traffic. Roads other than main highways total 21,843 kilometers, (13,577½ miles), of which 8,129 (5,051 miles), are open and 2,036 (1,265 miles) are partially closed; 11,678 kilometers (7,256 miles) (56 per cent.) are entirely closed for automobile traffic.

New York Dealers Buy Direct From Hendee Factory

Calvin R. Webber to Act as Liaison Officer Between Factory and Dealers of New York, Brooklyn, Newark and Philadelphia

INDIAN dealers in the Metropolitan district will in the future buy motorcycles and parts direct from the Hendee factory at Springfield, and Calvin R. Webber, formerly in charge of the motorcycle department of Baker, Murray & Imbrie, who have been Indian distributors for this district for some years, has joined the Hendee sales force and will be in charge of the New York, Brooklyn, Newark and Philadelphia territory. His office headquarters for the present will be at the Stern Bros. store, 1790 First avenue, New York City.

This is perhaps the most interesting piece of news that has developed in the Eastern motorcycle circles for some time. For some time back the Metropolitan dealers have expressed a desire to deal direct with the factory, instead of through a distributor. Their argument has been that the factory is as close to them as a New York distributor could be, overnight service being obtainable, and that no matter how efficient a distributor might be he could not place the complete facilities for quick service at the command of the dealers, as could be supplied by the factory.

"Cal." Webber, spell it with two B's, who will be the liaison officer between the factory and the dealers, is personally one of the most popular men in the trade, and his long experience in charge of the Indian distribution in this territory especially fits him for his new job.

You spell it two B's because that's the Dutch of it and Webber comes of Dutch stock. He says when he was a kid going to school down in Lynchburg, Va., he got the idea that one B would be enough and so he spelled it that way on the school register. One day the principal of the school met Cal's father on the street and asked him how it was that Cal only used one B while the father always used two. When Cal got home that night he was invited to an interview with dad in the woodshed and since that time there has been two B's in his name.

He began riding a motorcycle back in 1910 and when he went to work he got a job in the S. O. Fisher sporting goods house of Lynchburg from which he came to New York in 1915 to take charge of the motorcycle department of the New York Sporting Goods Company, the predecessor of Baker, Murray & Imbrie, which had the distribution of the Indian for the New York district.

He remained in this position, taking a

prominent part in all motorcycle activities, gaining a wide reputation as an endurance run rider and competition official and club booster, as well as achieving a marked success as a motorcycle merchant, until September of 1917 when he was commissioned as a first lieutenant



Calvin R. Webber

in the Quartermaster's Corps, Motor Transport Division and assigned to Washington where in conjunction with E. C. McDonald, W. L. Brush and Frank Long, he was directed to recruit, induct and transfer the personnel of the motorcycle repair shop units then being formed in Washington. They also made up the lists of spare parts and tools on a basis of a six months' supply for each 2,000 machines shipped over seas. Later they visited the motorcycle factories and bought all the tools, jigs, fixtures, etc., for use of the shops over seas.

In December, 1917, Webber went over seas and was assigned to a temporary shop at Nevers, France. After three months he was sent to the permanent reconstruction unit at Verneuil and on account of seniority was put in charge of the shop with E. C. McDonald in charge of salvage and W. L. Brush in charge of reconstruction. This left Webber free to super-

vise the manufacture of spare parts for the army motorcycles of which there was a great scarcity. At least 60 per cent. of the replaceable parts used were manufactured in French shops under the supervision of Webber.

In September, 1918, Webber was promoted to a captaincy and ordered to the advance section where he became Assistant Chief of Maintenance in the office of the Chief Motor Transport officer. This department had supervision of the operation of five full sized overhaul parks, eight service stations and two supply depots with a total of about 15,000 men. Under him Webber had three majors, and as he was only a captain it took something of a diplomat to get away with it, but he qualified; perhaps that is why he has always been so successful in the motorcycle business.

He remained with the Maintenance Division until April of 1919 when he got a transfer back to the United States on account of the illness of his mother. He expected his discharge immediately on his return home but Col. Taylor, Chief of the Motor Transport for the Eastern District, who was stationed at Governor's Island, and Maj. Broderick, the Colonel's adjutant, hadn't had a leave of absence for a long time and the Colonel, under whom Webber had served at Washington, got the department heads to transfer Webber to Governor's Island where he was stationed while the Colonel and the Major took a little vacation. He got his discharge in July, 1919, and went back to his job with Baker, Murray & Imbrie, where he has remained until the present.

Cal says his new work will give him a chance to renew his riding activities which have been curtailed the past two years because of his close confinement to the store. So boys, look to your laurels, for Webber twists a wicked throttle.

GOODYEAR TEXTILE MILLS PROSPER

The Goodyear Textile Mills Company of Los Angeles, subsidiary of the Goodyear Tire & Rubber Company, during the first 14 months of operation, showed a profit of \$270,826. Current assets are \$818,964 and current liabilities are \$494,649. The plant was placed in operation at 5 per cent. capacity in July, 1920, went to 50 per cent. last July and capacity in August. Total assets are \$3,593,490.



Members of the New York Indian Motorcycle Dealers' Association. Top, from left to right: Ernest Stern, Julius Stern, Rudolph Stern, Eugene Stern, Al Stern, Joe Stern. Middle, from left to right: A. Kasof, Frank P. Baker, Gus Rotholz, C. R. Webber, Ernest Blauvelt, Charles Kuntschke, Kenneth Shirley, A. Scala. Bottom, from left to right: A. Kasof, Jr., Fred Yeo, Edward Froude, William Brazenor, Bob Brazenor

INDIAN DEALERS ORGANIZE

THE New York Indian dealers under the leadership of Calvin R. Webber, representative of the Hendee Mfg. Co., for Greater New York, have formed an association for mutual assistance and co-operation. This Manhattan association is the first unit of the General Indian Dealers' Association of the Greater New York territory. Other units in the process of organization are the Westchester County Association, Hudson County Association and Long Island Dealers' Association. Of the New York association, picture above, the six Stern brothers, 1790 First avenue, New York City, control the middle east side and Yorkville section of Manhattan Island from 1790 First avenue and 110th street and Lenox avenue controls West Harlem; A. Kasof, 100 Suffolk street, controls the lower east side; Frank P. Baker, 1080 Bedford avenue, Brooklyn, N. Y., Bedford, Bushwick and Flatbush avenue sections of Brooklyn; Gus Rotholz, 1691 Park avenue, New York, controls East Harlem; E. Blauvelt, Indian Sales Co., 922 Washington avenue, controls the Bronx; Charles Kuntschke, St. Nicholas Motorcycle Exchange, 1050 St. Nicholas avenue, controls upper west side, Audubon section; Kenneth Shireley, of Amos Shirely, 863 Eighth avenue, middle west side of Manhattan Island; A. Scala, 4416 Fourth avenue, South Brooklyn territory.

A. Kasof is with his father at 100 Suffolk street; Fred Yeo is in charge of the service department, the Indian Sales Co., 922 Washington avenue, New York; Edward Froude is in charge of the sales and parts department Indian Sales Co., 922

Washington avenue, New York, and Wm. Brazenor is with Bob Brazenor, his father, at 468 Lafayette avenue, who controls Brooklyn, Bedford, Bushwick and Flatbush avenue sections of Brooklyn.

NEW INDIAN DEALER AT SALT LAKE

THE Indian Motorcycle Co. has bought the entire assets and the going business of the Lon Clafin Co., of Salt Lake City, which several months ago found itself in financial difficulties, due chiefly to the continued ill-health of the proprietor, Lon Clafin. At that time the company made an assignment for the benefit of the creditors.

Following the purchase a contract immediately was closed with the Hendee Mfg. Co., for the Indian selling franchise in Utah and southeastern Idaho.

Fay Curtz, well known in Salt Lake motorcycle circles and for the past seven years with the House of Hopper, will be manager of the new organization. Curtz has had an excellent training under Hopper and is regarded as an A 1 man in all branches of the motorcycle retail business. For a team mate Curtz will have Jack Salmon, for the past eight years with Lon Clafin and another thoroughbred in all branches of the business.

Shipping orders were placed immediately for a stock of machines and parts. It is the intention of the new management to make an aggressive drive with the Scout Club sales plan.

Sales Manager Edward Buffum and Coast Representative T. G. Butler were at Salt Lake to handle Indian interests. Both Buffum and Butler are highly

pleased with the new representation which is strongly financed and expect the territory to rapidly come back to its former high standing as one of the strong Indian districts of the country.

McBRIDE'S PRICE SCHEDULE

PERCY A. McBRIDE, Toronto, Ontario, bicycle and motorcycle dealer, has devised a schedule of terms for the sale of new and used wheels and motorcycles which is interesting in itself and which may form a guide for cycle dealers elsewhere. McBride does not accept less than \$5 as the first payment on a rebuilt bicycle while \$20 cash is the smallest amount accepted in the sale of a used single-cylinder motorcycle.

McBride's scheduled terms follow:

Used bicycles—\$5 cash and \$1 per week.

New bicycles—\$7 cash and \$1.25 per week.

New Cleveland bicycle—\$10 cash and \$1.50 per week.

Indian and Excelsior single-cylinder motorcycle, used, \$20 cash and \$2 weekly.

Excelsior, Harley-Davidson or Indian twins, used—\$30 cash and \$2.50 weekly.

B. S. A. single or new Motor Wheel—\$30 cash and \$2.50 weekly.

Excelsior twin or two-gear Indian, newly enameled—\$45 cash; \$3 weekly.

Indian or Thor three-speed gear, used—\$55 cash and \$3.50 weekly.

New Cleveland motorcycle—\$75 cash and \$4 weekly.

Excelsior or Indian three-gear, rebuilt—\$75 cash and \$4 weekly.

Higher terms are quoted for 1922 Excelsior and Henderson models.

What You Get *for* Your Fifty Cents

CHAIRMAN A. B. COFFMAN of the M. & A. T. A. Competition Committee made a flying visit through the East last week. Wherever he goes he leaves a trail of enthusiasm behind him, both among riders and dealers.

Just now he is working hard for a registered membership list of 50,000, and in the furtherance of this campaign there is being sent out from the Chicago office of the chairman a convincing bulletin in which what the M. & A. T. A. means to the rider and the reasons why both riders and dealers should join are so well set forth that it is hard to understand how any rider or dealer can read it and refrain from sending in his application for membership. Certainly no one who reads this bulletin will need to ask "What do I get for my 50 cents?"

Under the head "What the M. & A. T. A. means to the Rider" the bulletin says in part:

The rider has heard of the M. & A. T. A. only through its relation to competition, and unless he is directly interested in the sporting phase of motorcycling he is very likely to overlook the real significance of the organization as related to his own affairs.

The main body of the M. & A. T. A. is made up of manufacturers interested in the motorcycle industry. The purpose of the organization is obviously to further the interests of the trade, but toward this end it is also obvious that means must be employed to make motorcycling attractive to the general public. The rider is benefited by such measures to no uncertain extent though the effect is too broad to be felt directly by each rider as an individual. As a result motorcycling is becoming more and more interesting and attractive with each passing season. The rider is given increased means of enjoying his machine. Touring has been encouraged and medals are given as an incentive to tour. As a result of this encouragement motorcycle touring has increased in popularity to a marked degree. Clubs have likewise been encouraged, and as a result there are far more live motorcycle clubs in existence today than two years ago. Such things as the Gypsy Tours are further examples of what has been accomplished along these lines.

Every rider in the country owes it to himself to register with this body. By doing so he merely expresses his appreciation of what has been done to make motorcycling the best sport in the world and gives his support to the movement in a practical way. The registration fee is so small as to be insignificant. Fifty cents a year from each rider is all that is asked, an amount which in the aggregate is far from sufficient with which to finance the affairs of the central office. It pays for such things as stationery, rider's emblems, and partly for competition control.

To date there are more than 14,000 rider and dealer members in the United States in good standing.

During 1921, 245 Gypsy Tours were en-

joyed by thousands of riders, M. & A. T. A. members; innumerable Hill Climbs, Endurance Runs, and Race Meets staged under M. & A. T. A. Sanctions; 141 Motorcycle Clubs have registered with the M. & A. T. A., supporting its work by actually becoming a part of the organization.

Under the head "Why You Should Join the M. & A. T. A." the bulletin says:

The M. & A. T. A. is a national association for the protection and advancement of motorcycle interests in general and is the only organization that exists solely for the benefit of motorcyclists.

The M. & A. T. A. combats unjust laws and through its affiliation and active officials saved the riders of California thousands of dollars in excessive license fees in 1921 and many more years to come; is now working to reduce registration fees in several states; keeps close watch for obnoxious legislation affecting the motorcycle industry as a whole and the rider in particular, and takes steps to combat same.

The M. & A. T. A. looks after questions of taxation, tariff reduction, freight reduction, and has worked out Insurance policies that protect the dealers interest against Fire, Theft, Conversion and Embezzlement

The M. & A. T. A. sends out a News Letter the first of each month to more than 825 newspapers throughout the United States, featuring stories friendly to the motorcycle and the rider.

The M. & A. T. A. is now associated with the National Automobile Chamber of Commerce, the American Automobile Association, and has combined with the last named to control racing and prevent outlaw or unsanctioned events being held.

The M. & A. T. A. is teaching the dealers to be friendly with their competitors, as it is necessary to the life of the business that they co-operate one with the other, otherwise all will suffer.

If you haven't received one of these bulletins write to Chairman Coffman, 326 West Madison Street, Chicago, and ask for one. Also ask him to send you an application for membership. You will want to fill it out after reading the bulletin.

UNEMPLOYMENT DECREASE

THE improvement of basic industries has been the outstanding feature in business development during the past few weeks, according to the monthly survey of industrial activities throughout the country just issued by the Federal Reserve Board.

According to reports to the board, there is a marked, though limited, decrease in unemployment. This is partly due to the greater activity of basic industries, and partly to seasonal growth of demand for labor. In trade, both retail and wholesale, the tendency has been, on the whole, downward, although not pronouncedly so. This is in a large measure due to postponement of buying resulting from lateness of the season but is also in part due to longer continuance of unemployment.

NOW POSTMASTER

ARTHUR L. JOHNSON was named postmaster of Rockford, Ill., by President Harding and was confirmed by the Senate. Many veteran riders remember Arthur as one of the leaders in motorcycle activities in that city and northern Illinois a few years ago.

For several years he had the agency of the Harley-Davidson for that territory and built the motorcycle business up to a real business. Johnson was well liked by the riders and the business prospered and when he retired the new owners paid a nice sum for the business.

The D. & S. Bike Repair Shop on West Armitage street report a fine business in the repair shop and the outlook for sales this Spring is improving in grand style.

A Worth While Compliment

EDITOR Motorcycle and Bicycle, Illustrated—Enclosed please find money order for which you may send me your magazine for one year.

If manufacturers and jobbers really knew the full extent of your circulation I am sure you would have just about three times as many advertisers as you now have.

In order to get the true figures I would suggest multiplying the A. B. C. figures by about four times. For every subscriber that I know there are at least three other motorcycle fans to whom the magazine is passed.

I have been second or third for so long that I have decided to become first and therefore send my subscription fee.

Your magazine is of great interest to cycle fans, and I also fail to see how any dealer can prevent himself from deriving a great amount of profit from reading it.

Yours for growth,

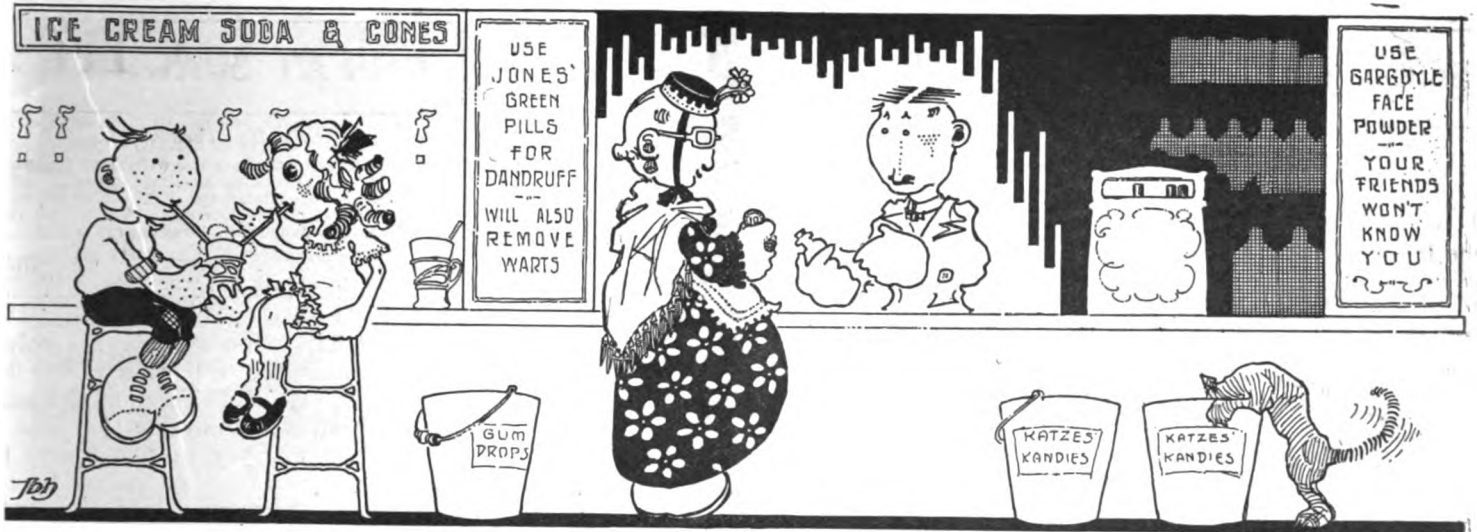
J. A. ROBINSON

Yonkers, N. Y., March 21, 1922

When an editor gets a letter like this it makes him forget a lot of unpleasant things and the sun shines brighter. We certainly owe Mr. Robinson a vote of thanks for his fine testimonial to the service Motorcycle and Bicycle, Illustrated is endeavoring to render its readers and advertisers—Editor.

on time sales enabling him to accommodate the rider member. This also helps solve the dealers, financing problem. A combination policy protecting both the dealers and riders interests as they may appear, against Fire and Theft is also available and a policy for the rider member only who pays cash or now owns his machine fully, against fire and theft.

The M. & A. T. A. is perfecting a rider's organization, fosters clubs, promotes hill climbs, sociable runs, Gypsy Tours and many other activities, takes active control of competition, sees that competition is made as safe as possible, with proper officials in charge, and is elevating the sport of motorcycling in its pleasure and competitive forms to its proper level. Maintains a Touring Bureau furnishing detailed information to its members in addition to a Rand-McNally official map of automobile trails in the United States at 25 cents each.



"Or, if ole Mrs. Town dropped in for a bottle of peppermint an' informed him that the Blakes, next door to her, had got a new car, he wood say: "For the life of me I can't see how Blake pays his bills an' dresses his family as he does an' buys cars. Sum peppul hint that he's in debt to everybody, but I know! What else, Mrs. Town?"

Success Secrets

ONST there wuz a man who went into bizness for himself. He had the Queer Idee that he could make himself very Poplar by posing as a Authority on everything.

If anyone sed, "It's a corking day," Sam would shake his hed an' remark, "Don't fool yourself. It's a reglar weather breeder. Wouldn't wonder if we'd have a Hurrycane before long."

Or, if ole Mrs. Town dropped in for a bottle of peppermint an' informed him that the Blakes next door to Her had got a new car, he wood say, "For the life of me, I can't see how Blake pays his Bills an' dresses his family as he does an' buys cars. Sum Peppul hint that he's in debt to everybody but I don't know! What else, Mrs. Town?"

Sew it went. He Kontinually thought to build himself up by tearin' other foakes down. He wuz some kNocker!

After awhile the bizness men of the town started to organize a Klub to meet onst a week an' to have Lunch an' sing an' listen to a good Address. Our friend thought, "This is just my size, an' it will be a fine thing to let foakes know that I'm in with the Big Bugs!"

But the Membership Kommittee of that Klub blackballed him for they sed, "Our motto is 'WE'RE MEN WHO BUILD'—an' that fellow by nature an' Contention tears things down on principle. He can go chase hisself as far as this Klub is concerned!"

An' it got all over town that he wuz blackballed, an' that his closest Kompetitor wuz taken into the Klub in his place.

It wuz a terrible blow, an' when he ventured to blow off Steam to the Mayor of the town who used to go to school with him, the Mayor sed,

"Most of the shadows of life are caused by standing in our own sunshine."—an' the Mayor wuz Rite!

MOTORCYCLE "DO'S AND DON'TS"

HARRY CAVANAUGH, a San Francisco reader of *MOTORCYCLE AND BICYCLE ILLUSTRATED*, writes that in his family there are two motorcycles and contributes the following list of "Do's and Don'ts" which he says was compiled to impress the necessity for care and caution on the novices in the family:

1st—*On Curves* going up hill, GO SLOW, use throttle cautiously, putting on and shutting off carefully. On curves on level ground, Go SLOW, close throttle, and use valve lift occasionally. On curves going down hill, Go SLOW, close throttle, use valve lift and cutout together and brakes to slow up.

2nd—(*City Streets, Downtown*). Run in second with closed throttle or only partly open. Close throttle on car tracks or use cutout. Don't race motor at any time. Keep to the curb side and away from car tracks. Keep to the right always. Blow horn within 50 feet before reaching any important street crossing, or where passengers are waiting for cars. Look out for pedestrians, sound horn.

3rd—*On the Road*—If two machines are coming toward you and one precedes the other, keep as far to the right as is safe, slow up, sound horn at once. Don't be afraid of using the horn, that's what it's for. It is life and accident insurance combined, not only to you but to other pedestrians and motorists; sound it often. Never attempt to pass a vehicle going in the same direction as yourself unless the road to the left is clear at least two city

blocks, and sound horn before passing. Sound horn on passing a machine going in your direction so he may move to the right for you. This is courtesy of the road and is safer than creeping up on him and confusing him.

4th—*Brake*—Don't use it on wet streets; use second gear and cutout button. Don't use it continually to slow up. Save it for when you really need it. Use cutout or valve lift to slow down and close throttle and slip your clutch, if necessary.

5th — *Miscellaneous Don'ts* — Don't shift to a higher gear going up hill. Don't stop on a wet street, etc., if it is possible to find a dry place to stop, prevent skidding by doing so. Don't fail to retard your spark when motor knocks or jerks. If motor jerks crossing tracks slip clutch slightly, then press in again.

6th—Don't fail to use proper arm signals. This is very important. *Safety First*. Never try to beat a street car or other vehicle across a street; pull out your clutch and stop if you see the way isn't clear. Go around corners slow, close throttle, lift valve and sound horn. Don't slam starter, press foot quick and firmly and turn spark on down-stroke quickly. Press starter several times in quick succession if necessary; don't do it slowly. Don't get behind any vehicle closer than 100 feet, keep away from them, as you never can tell when they will make a quick stop.

ACE ARRIVES IN TORONTO

The new Ace motorcycle has arrived in Toronto, Ontario, and is being shown by the Toronto Motorcycle & Bicycle Co. at its large new store at 47 Queen Street East, this company having secured the Ontario agency for the Ace.

SOME SELLING SALTS

Administered by Dieux Wheeler

NEARLY every motorcycle and bicycle dealer is his own salesman so the following story of a live salesman applies. This salesman, whose name is Magnuson, led the sales force of a chemical manufacturing company for several years. There were others on the sales force who knew the goods just as well as he did and who were probably his equal mentally, but he kept ahead of all of them and drew commission checks four and five times the average.

He made four times as much money as the average salesman simply because he made four times as many calls as the average salesman. He *bought with calls* the larger income he wanted. In addition to making sixty calls a day he always planned his day's campaign the evening before.

There are only three things that enter into the dealer-salesman's income. These are: (1) the product, (2) the market and (3) the efforts put into bringing the product to the market. So if the product is right, and there is a market for it, the rest depends upon the energy you put into your work. You can quadruple your income this year if you will quadruple your sales efforts. It is mostly a matter of *beginning*.

To retain good-will, return it.

Opposition begets strength. Discussion provokes thought. Contest increases skill. Make competition a good, clean, enjoyable game.

Don't let the feeling that your patronage is secure ever get its dangerous grip on you. Trying to please and satisfy every customer who comes in is insurance against the disease.

It's hard to do a clean business in a dirty store.

It has been said that an average of 16,000 business men fail every year in the United States. It is further said that 13,600 of these men—85 per cent.—never advertised.

Give this some thought.

Work an exchange deal with two, three, or any number of other merchants in this way: Dress your window with a summer setting, camping outfit, outdoor sport clothes, sporting goods, bathing suits, etc., borrowed from merchants selling such goods. Display this paraphernalia with your new models. Loan new motorcycle outfits and bicycles to the merchants, from whom you borrowed goods, for use in their show windows.

In this way you can multiply your

show window advertising many times and distribute it over the town's entire business district.

Planning alone will do nothing. The doer works and plans, while the dreamer only plans.

MOTORCYCLISTS I HAVE MET

By R. B. Parrish

This is the first of a series of short sketches by R. B. Parrish, who in his capacity of pathfinder for the B. F. Goodrich Rubber Company's touring bureau has traveled in 32 states, and had many interesting adventures.

IN a small town in North Carolina some time ago at the store of one of the local dealers the "bunch" were about ready to start for their Sunday morning ride but one boy seemed to keep out to one side of the bunch. I said to him: "We are going along with this run, are we not?" "No," he replied, "I was just up here to see one of the boys and he has not showed up. He and myself were going to Smithville." I said: "Why not go along with the bunch?" He answered: "Well, you see, the color of my machine is not like those of the rest of the bunch." "But," I protested, "this is a club run, is it not?" "Yes," he said, "it is a club run in name, but the truth of the thing is that it is an _____ run. This fellow over there with the leather on the inside of his trousers, and the pump slippers and the artist's cap is the _____ dealer, and he is also the president of the club and they are going out to steal watermelons. If you want to call this a club run, it is satisfactory with me, but I prefer not to go along. Bill and myself always go out riding together.

"We usually go out to the country club first. Bill's father is a member of the club and we have the privileges of the swimming pool. Later we go out and look for some strange roads and follow them out and see where they lead to. You know," he said, "this is the most interesting thing I ever did. Sometimes we follow out a road that takes us to no place. And we wind up out in the woods where the road stops. Sometimes we find places where there is all kinds of game and then the next time we want to go hunting we know where to go. Now on the other hand if we were to go with this other bunch we would find nothing, except the place where they 'swipe' melons, and believe we, some time some of that bunch will come back with a load of buck shot."

He was right, for some time later one of the bunch came home with the buck shot.

This dealer I have just been speaking of as president of the club soon became a candidate for the open road, with sailing orders issued by the sheriff, and a piece of paper attached to the front door of his one time place of business, which read: "Closed by the sheriff of _____ county, by the courts to satisfy the claims of creditors."

FAT SPARKS

By Hy Tension

Contributions to this column will be welcomed. If you think you have a spark that is hot enough to ignite the gas, send it along. Address contributions to Fat Spark Column, *Motorcycle and Bicycle Illustrated*, 912-920 Broadway, New York.

Those Clever Motorcycle Salesmen!

Overheard in an ACE Hangar:

"The ACE IS LOW—less than FIVE HUNDRED. You ANTE IN only a small amount and still have moeny left to FEED THE KITTY, join a motorcycle CLUB and enjoy the GAME. If you're FLUSH, pay cash and save the interest.

"Fine finish—won't CHIP. Smoothest running motor on A PAIR of wheels—that's a CINCH. Speed? SKAT! She's gone—like that! The cylinders? FOUR OF A KIND—FOUR ACES. Better DRAW this ACE."

Overheard in an INDIAN AGENCY:

"Why this INDIAN HITS THE TRAIL for umpty miles on a gallon of FIRE WATER. Speed? Goes down the road like an ARROW. You can get away from nearly every SITTING BULL (cop). Vibration? Not a QUIVER! Look at the finish. Swell, red WAR PAINT, eh?"

"Boy! You'll do a SNAKE DANCE for joy, owning one of these. A few BUCKS down and a little WAMPUM each month—easy paying. The muffler? Why it's a PIPE OF PEACE—quiet as a cemetery. Get your SQUAW and PAPOOSE in the sidecar and give gloom the MINEHAHA."

The Bicycle Manufacturer's Hope

(With Apologies to Bill of Avon.)

"All the world's a wheel."

A Fool's Head

(a la motor)

En bloc

Carbon crusted

Spark fouled

Cracked

Over heated

An April Classic Entitled

"Weak Dome—Carried Home"

Poemed by Non's Kid, Son of Weade.

Bad rains

No chains

Bunch pains

Two canes.

The optimist takes Business off a wheel chair and puts him on a bicycle.

Answering "Rosey" of Jersey

We don't think the author of "Beautiful Snow" was a bicycle enthusiast. We think (of course, we're not sure) that an inhaler wrote it. You know what we mean? One of those fellows that dumps something on the outside of his hand, back of the thumb root, snuffs it up the nose, taps his chin and flicks off some imaginary dust from his coat lapels and owns the world. "Snow birds," and they sing "Snow, Snow, Beautiful Snow."



Here is one dealer who isn't going to be caught short on stock. This is the showroom of the Ash Motor Co., of Rochester, N. Y. He carries a full line, from express wagons to motorcycles

QUICK WORK BY "B. A."

WITHIN three weeks after the birth of an idea, the Swenson-Lutz Company opened a complete bicycle and motorcycle store in New Haven. The informal opening took place April 1. B. A. Swenson of Providence says it isn't a joke, either. Eddie Lutz, formerly manager of the Motorcycle Supply Company of Pawtucket, R. I., will have management of the store, while the Pawtucket store will be under the management of George Lutz, a brother of Eddie.

The opening of the store, Saturday, will be followed by a regular opening with souvenirs, smokes, eats n'everything later.

About three weeks ago George Lutz walked into the emporium of B. A. Swenson in Providence. George hadn't been doing anything for a little time and was really looking for work. B. A. asked George (incidentally B.A. knows George to be a real salesman and a thorough motorcycle enthusiast) why he didn't go into business for himself.

In the meantime Mr. Swenson was in touch with his good friend Anderson of the Hendee Company. Mr. Anderson "understood" that New Haven was to be in the market for an agency.

Without saying a word to anyone B.

A. boarded a train and looked New Haven over. He found a store, took measurements and made drawings, and got in touch with his partner, Eddie Lutz, in Pawtucket, and again they went to New Haven. The store was leased, painters and electricians went to work. Soon a big truck load of store fixtures were on the way and a big order was sent into the Hendee factory. Eddie fell in love with New Haven. It was fixed for him to go to New Haven, and for his brother George, looking for a job to become manager at Pawtucket. In just 15 days everything was in readiness and the advertising was placed for an informal opening April 1. The first sale was made even before the store doors were unlocked to the public. A deposit on a brand new sidecar was put down as the first business of the new store.

CLARK PUTTING IT OVER

R. L. ("Big Jim") CLARK, hustling Milwaukee Indian dealer, is finding a very lucrative market for the little Evans powercycle, the baby of the lightweights, and is very enthusiastic about the prospects for the future in this field. He has orders into the Evans factory at the present time for more than a dozen new Evans Powercycles and claims he has

the most of them already sold. The empty Evans Powercycle crates stacked up behind Clark's store is good evidence of the success he is meeting with in the sale of this little machine.

Clark is especially jubilant over this business because of the fact that he finds that it does not in any way conflict with the sale of his big Indians. This is true because seventy-five percent of the sales on Evans made by Clark have been to men of whose ages are considerable past forty. These old buyers, according to Clark, show as much pep and enthusiasm in riding their lightweights as the younger men do the big machines. And again, this business is good because it is mostly cash.

Incidentally, Clark is planning on a very extensive program for his bicycle racing team. This is one of Clark's "longsuits," so to speak, and since bicycle rivalry is very keen in Milwaukee these days, a season full of excitement and hot competition is expected. Jim claims that he and his bicycle warriors are out this season for the scalps of every bicycle racing team in Milwaukee. This is some challenge, for there is an abundance of good racing talent in the different clubs of Milwaukee, but the Indian lads are confident of holding their own this summer.

Two Weeks from Today

This Special Issue
Immediately Precedes

National Bicycle Week

Thus offering bicycle manufacturers and jobbers not only an issue of long time worth but also an opportunity of getting to the dealer when he is actually planning his season's sales campaign, inaugurated with National Bicycle Week.

THE Spring Merchandising Number of **Motorcycle and Bicycle Illustrated** will greet you two weeks from today. It will be a veritable text book of motorcycle and bicycle merchandising and publicity methods, compiled from the actual experiences of successful dealers in all parts of the country.

The selling campaigns which they have developed, and from which they have obtained good results will be explained in such detail that other dealers will find it easy to adapt the same ideas in their own stores.

SO important to the dealer that he will preserve it for frequent study and reference throughout the year, this big issue of **Motorcycle and Bicycle Illustrated** will be an ever ready compendium of merchandising information applied to his particular needs.

Thus this Merchandising Number will have all the dignity and lasting qualities of an "Annual" rather than a one time issue of a weekly periodical.

It offers the motorcycle and bicycle manufacturer and jobber unquestionably the finest single sales opportunity of the year.

Published April 20, when Spring and Summer Sales are approaching their height, your representation will give a powerful forward impetus to your other sales efforts.

SPRING MERCHANDISING NUMBER

Issue of April 20

NO INCREASE IN THE RATES—Advertising rates will not be increased. Advertisers who hold contracts may schedule increased space at the pro rata rate on their contracts. Advertisers who do not hold contracts will be charged the regular one time rate for space as follows: 2 Pages, \$190; 1 Page, \$95; ½ Page, \$55; ¼ Page, \$38.

Motorcycle and Bicycle Illustrated

920 Broadway, New York City

*The largest gross circulation.
The largest net paid circulation.
The largest dealer circulation.*

*The largest foreign circulation of an
American Cycling Magazine.
Member of the A. B. C.
Member of the A. B. P.*

Working Hard *for* Bicycle Week

Cycle Trades of America Kept Busy Preparing for the Big Celebration—Many Dealers Arranging for Races, Parades and Other Activities

THE office of the Cycle Trades of America, Inc., at 35 Warren street, New York City, is the scene of busy times these days. Elaborate preparations are being made for the celebration of National Bicycle Week, April 29 to May 6, and Executive Secretary Harry McCarthy is on the job before breakfast each morning filling orders for dealer helps and answering an avalanche of correspondence. His corps of typists are making their fingers fly and according to present indications, the success of National Bicycle Week is an assured fact.

An example of what dealers throughout the country are doing to boost bicycle riding for that week is shown by the following reports received by Mr. McCarthy:

The three live dealers of Piqua, O., Ellerman's Cycle and Variety Store, Homer Monroe and M. R. Newman, have joined together to put on the biggest and best bicycle celebration ever staged in that city. A big cycle parade will precede a series of races and wide publicity will be given the affair. Dell Ilmberger of the Sedalia Cycle Shop, Sedalia, Mo., is arranging to hold a bicycle parade and believes it will help to stir up a greater interest in bicycling for Sedalia is a good bicycle town and many wheels are now in use. In a letter to the Cycle Trades of America, he says, "Business is beginning to open up fairly good and I believe the prospects are very good for the coming season."

Norfolk, Nebr., a city with 12,000 bicycle riders, will see some interesting bicycle activities. "U-No" Ahlmann, the live-wire dealer, is now preparing a good program for that week and the opening will be featured by a concert by the "Ride a Bicycle Saxophone Quintette," of which he is a member. A big bicycle race will be one of the attractions and aside from giving away a brand new bicycle as first prize, souvenirs, catalogues and novelties will be distributed. In addition to activities during National Bicycle Week, arrangements are under way for road races and a picnic during the Summer.

The Kern Cycle Company, Anaheim, Cal., will hold its big annual bicycle race meet May 6 and will spend close on to \$150 in putting it across. This firm is one of the best boosters in the cycle industry and stage several races meets each year, the Bicycle Week affair being its largest event.

"Hap" Hazard, the energetic dealer of Santa Barbara, Cal., who has just formed a real live bicycle club with 136 paid members, is rounding out a big program for National Bicycle Week and things aplenty are in store for the natives. One

of the features of the club will be the organization of a brass band which is now in process of formation. According to Hazard's present plans, a drive for 500 members will be made. Through his efforts in organizing the club, he says his business has increased more than 25 per cent.

A Treasure Hunt is planned for May 6 under the auspices of B. A. Dunn, of Dallas, Tex., and the other Dallas dealer together with the local jobbers are expected to co-operate. Miller's Bicycle Club, sponsored by David S. Miller, of Logansport, Ind., has six events carded for April 29 and from 100 to 150 entries are expected. Louis W. Collins, said to be Jamestown, N. Y.'s liveliest dealer, has drawn up an interesting program and in addition to several bicycle races, a parade, novelty race, slow race and a relay race (4 riders to each team) will be run. He expects to be assisted by the other Jamestown dealers to have success of the affair made an assured fact.

A 12-mile road race is scheduled for Indianapolis May 6 and Charles E. Wehr, under whose auspices it will be held, expects a big turnout. Local dealers and jobbers are behind him and the affair will be given a lot of publicity. A full season's program was sent to headquarters and bicycle enthusiasts in that city will witness some interesting racing during the coming Summer and Fall.

A series of bicycle races is bulletined for May 6 in Camden, N. J., and E. A. Burroughs of local paper, formerly of the East St. Louis Daily Journal, is in charge. Local dealers are lending their full support and the races will be well advertised. The Pittsburgh Press has

several events marked up for April 29 and G. C. Cobb, who recently was instrumental in organizing the Western Michigan Cycle Club, will be in charge of activities. Thus far, 67 entries have been received. Paul L. O'Brien, Vincennes, Ind., hustling dealer, is working on an interesting program of events for National Bicycle Week and activities in that city will be on a large scale.

Mahan Bros., Charleston, W. Va., are planning to stage a series of races and the other dealers in town are expected to assist. Last year, this firm put on a series of roller races in their windows and crowds swarmed around the store all week with the result that many additional sales were made.

Additional application blanks that have been received aside from those mentioned in last week's issue are as follows:

Fred B. Bryant, Anniston, Ala.; A. Lebourg, Gadsden, Ala.; Mesa, Ariz., C. F. Monrad; Long Beach, Cal., A. E. Anakin and F. S. Jones; Los Angeles, R. F. Walker; Robert F. Rush, Marysville, Cal.; Monrovia, Cal., J. H. Terry; Porterville, Cal., W. B. Schortman; San Jose, Cal., Garden City Wheelmen; Whittier, Cal., W. C. Flannelly; Denver, Colo., where the Bicycle Dealers' Association will put on the biggest parade and race meet in several years; Mattoon, Ill., Frank Orndorff; Peoria, Ill., Boy Scout Headquarters; Waukegan, Ill., Higginbotham & Douglas; Terre Haute, Ind., Dealers' Association; Baltimore, Md., Maryland Cycle Club; Grand Rapids, Mich., Western Michigan Cycle Club; Millville, N. J., John S. Beckett; East Las Vegas, N. M., Griffin Electric Company; Fostoria, O., F. A. Copley; Corvallis,



A few of the numerous decorated bicycles and "floats" in the Anakin celebration in Long Beach, Cal.

Get Ready FOR National Bicycle Week

April 29 to May 6



The envelope stuffer being sent out by the Cycle Trades of America to help boost National Bicycle Week

Ore., M. M. Long; Pendleton, Ore., Hartman Long; Spartanburg, S. C., H. B. Layton; Huron, S. D., Dakota Cycle Company; Brownwood, Tex., C. H. Gilliam; Waco, Tex., E. P. Cantrell; Ocean View, Va., George L. Evans; Seattle, Wash., Rudy Lindgren; Spokane, Wash., Y. M. C. A.; Walla Walla, Wash., F. J. Jackson; Milwaukee, Wis., North Star Cycling Club.

Dealers are recognizing the value of bicycle clubs and two of the latest to inaugurate the idea are Smart's Bike Shop, Clinton, Mo., and F. Paul Pielenz, of Gloucester City, N. J. That the success of their efforts to increase business is an assured fact is without question. More bicycle clubs have been formed within the past year than any time during the three years preceding, and those dealers who are deeply interested in their business and see the advantages to be gained through this activity, will certainly profit by their efforts.

Dealers planning to run races during National Bicycle Week should communicate with Mr. McCarthy immediately as the time is getting short.

CYCLING IN PARIS

THE Paris edition of the New York Herald has the following to say about cycling in the Gay City:

"Nothing impresses the American visitor to Paris as so 'queer' and 'foreign' as the French family habit of taking the children wherever father or mother go. If you attend any of the local theatres, where the top price is not above 4 to 5 francs, you will see scores of children of five or under, enjoying the performance wide-eyed with their parents, as well as several babies in arms, blinking confusedly. When father or mother sit at the cafe terrace to have their aperitif before dinner, little Jean or Simone is with them nine times out of ten. The climax seems to be reached in the family bicycles that can be seen any sunny afternoon in the

Bois. They are tandem affairs, with mother riding behind and father at the front handlebars; perched on these handlebars is often a tiny crib or basket, with a windshield to protect the infant within from the dust and the breeze. It is very jolly and charming, but one thought is constantly in the observer's mind from across the seas—if ever father didn't steer straight and ran into anything, baby would be first to go; if ever there was the slightest accident, there would assuredly be one member the less in that French family. Yet the bicycle riders appear unworried and perfectly happy."

NOTICE TO DEALERS

In this week's issue we are publishing the route list of Fred St. Onge, the bicycle missionary of the Cycle Trades of America. Dealers are urged to keep this list in mind and to make note of the date when St. Onge will be in their cities, so that they can prepare for his visit well in advance and have things ready when Fred lands there. Preparatory work will help considerable and will enable the dealers to put over a big time when the cycle missionary arrives in town.

STARTS ON LONG TRIP

Carl Glick, president of the Franklin Skating & Athletic Club, Chicago, started Sunday morning, March 26, on a bicycle trip to California. Some of the club members accompanied him as far as Wheaton, Ill., where he was given a dinner.



Carl Glick

ST. LOUIS CLUB ELECTION

MEMBERS of the Century Cycling Club of St. Louis at their regular monthly meeting held recently, unanimously stood pat for the re-election of the entire staff of officials who served during the season of 1921, all of whom are active riders in the club. The official list for the coming campaign includes Chester Nelson, president; Al Barth, vice-president; George Duemler, secretary; Ed Conrad, treasurer; and Louis Droz, road captain.

Extensive plans were laid at this meeting towards increasing the club membership. Special encouragement will be given to all juvenile riders both in and out of the club with a view to stimulate the "touring" spirit as well as the racing idea among the younger element.

The regular Sunday run schedule was drawn up for this summer, which at first will be made extremely easy, to nearby points within short riding distance from St. Louis, gradually lengthening the trips as the season progresses. There will also be standing invitation to all unaffiliated cyclists to participate in these jaunts.

In the competitive track events this Summer, the "Triple C" club hope to have the Droz, Nelson, Conrad combination intact. This was not the case last year when when Duemler and Conrad embarked on a tour to the Pacific Coast, just previous to the municipal championships, being unable to compete in this event. It is safe to say this combination represents the fastest four around these parts and should they ride in the municipal events, first or second place will undoubtedly be the prize of the Centurys. Since J. B. "Red" Freeman officially retired, the younger generation of speed merchants in St. Louis have all had designs on his crown. This makes for keen competition in all the sprint races. While Freeman was champion at practically all distances, the city championship mile sprint seemed to be his favorite, this he won five consecutive years, being awarded the municipal diamond medal at the annual banquet last year. This medal, emblematic of a five-time winner was the first to be awarded.

For the tenth consecutive year the initial jaunt of the season will be to Belleville, Ill., which will be held Sunday, April 9. As this run is a short one over good roads and will be pedaled at a leisurely pace, in keeping with the program for this year, it is expected to attract a large field of unattached youths.

MOTORCYCLE CLUB HELPS

George Harley, who is chief booster for the 60-mile road race to be run from Camden to Atlantic City, N. J., is making preparations to take care of the welfare of the competitors. Harley has enlisted the services of the Camden Motorcycle Club to aid in keeping the course clear and in other ways assist the race committee.

Davis Dealers *and* Davis Day

DEALERS of the Dayton- and Davis-made bicycles are making great preparations for Davis Day—Saturday, April 22. Dealers are dolling up their stores and preparing for the home-trainer races that feature that celebration.

The latest Davis Bulletin has a four-page insert, giving the dealers all information about the big time that is in store for them.

Plans for a simple home trainer are also included in the Davis Bulletin, and any dealer can construct one if he does not want to purchase a more expensive one.

The illustration on this page shows how the trainer is constructed. The ideal plan is to have a set of two rollers under each wheel; but, if this idea cannot be carried out, the next best arrangement is to set the bicycle on two strong steel stands, as shown. Make wooden rollers about three inches in diameter and mount them in a frame just high enough from the floor to allow free movement of the rollers.

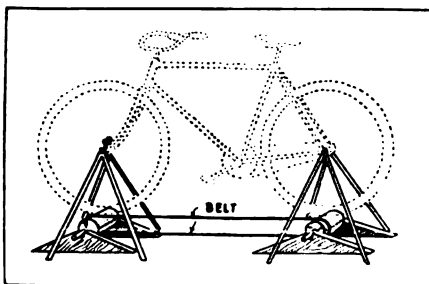
Rollers should be exactly under the center of each wheel, and in contact with the tires, so that when the wheels turn the rollers do likewise. The rollers can be secured from a planing mill. However, an ordinary rolling pin cut in half and bored through so a bolt or long axle may be inserted will answer the purpose just as well.

Grooves should be cut in one end of each roller so that a belt or cord will connect them. Thus, when the bicycle is pedaled, the rear wheel turns the rear roller, which, being belted to the front roller, turns that and revolves the front wheel, recording the mileage on a cyclometer. This is the same effect as riding on the ground.

The prizes to be awarded for the winning of the races consist of wool jerseys and other awards. A "speed-kap" is also given the lads who enter the races. Most of the dealers plan to hold the home-trainer races in their windows to make a great display.

In addition to the home-trainer races other features will be put on by most dealers to attract the people. The dealer who has the best Davis Day display will be rewarded with a silver loving cup.

The latest Davis Bulletin is well illustrated, and has a number of articles that are of more than passing interest to the dealer. But the big feature is the Davis Day insert, and it is expected that the dealers will profit by the suggestions given them for the big Davis Day celebration on April 22.

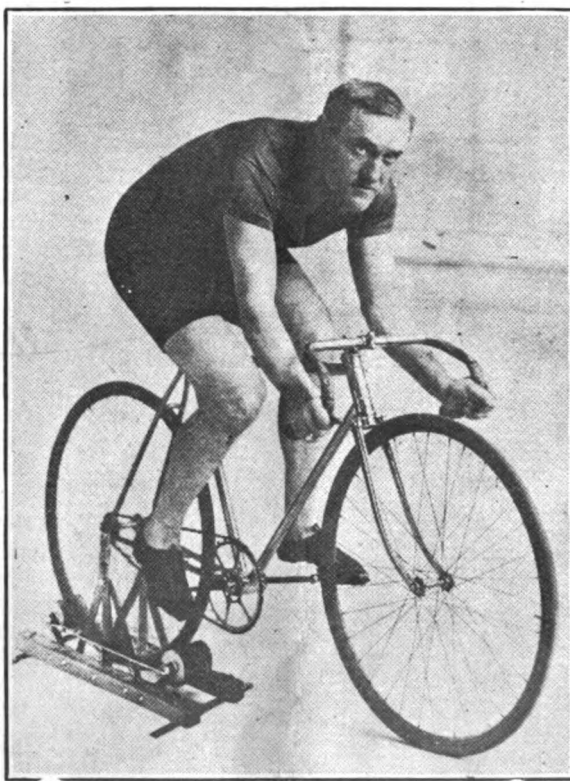


Plan of home trainer that most dealers will use on Davis Day

TO HOLD RACE ON MAY 6

THE third semi-annual 25-mile amateur handicap bicycle road race conducted by the Indian Bicycle Club, Providence, R. I., will be held on the afternoon of May 6. Over 100 entries are assured, including the fastest amateur riders in the state.

Many valuable prizes are up. A special constructed "B.S.A." track racing bicycle, donated by the Hendee Manufacturing Company of Springfield, will be up with other prizes donated from all over the country, which include gold watches, tires, accessories, gold stick pin sets. More bicycles are expected to be donated in the near future. The promoters invite all those interested in bicycle racing to co-operate with them to make Providence event the Irvington-Milburn road race, the greatest road race in America.



How the Robert E. Lee home trainer looks when attached to a racing bicycle. The above photo shows Frank Kramer, the champion, mounted on a bicycle that is attached to the Lee trainer

All those wishing any information about the race should write to J. G. Edwards, 522 Broad street, Providence, R. I. The race will be over the usual Reservoir Park avenue six lap course, starting and finishing in front of the Cranston Cycledrome.

PARIS "GRIND" NOW ON

GEORGES CARPENTIER, pugilistic idol of France, started the Paris six-day race on Monday night, April 3. The race is being run with a number of sprints each day. During the first ten sprints on the opening night Charles Deruyter and Peter Van Kempen, the Belgian-Holland combination, scored 41 points. Alfred Grenda and Reggie McNamara, who won the last Madison Square Garden race, scored 17.

Others to score were Alfred Beyl and Louis Billard, 16; Larrue and Veillet, 14; George Seres and Emil Aerts, France and Belgium, 9; Charles Oliveri and George Colombatto, 9; Duclair and Parisot, France, 7; Dupre and Neffati, France and Tunis, 6; Vandeveld and Vanlerberghe, Belgium, 4; Buysse and Spiessens, Belgians, 2; Debaets and Persyn, Belgians, 2; Chardon and Vandenhove, France, 2; Brocco and Dupuy, 1.

The score at midnight of Tuesday, April 4, follows:

Deruyter and Van Kempen, 128; Grenda and McNamara, 69; Seres and Aerts, 65; Beyl and Billard, 57; Duclair and Parisot, 43; Larrue and Veillet, 42; Chardon and Vandenhove, 38; Buysse and Vanhevel, 21; Narcy brothers, 20; Debaets and Persyn, 12; Oliveri and Colombatto, 10; Dupre and Neffati, 7; Vandeveld and Vanlerberghe, 5; Brocco and Dupuy, 3.

The race is reported to be a success so far, and the crowd, which has been large, has contributed a number of "premes."

RECORDS STAND

Last week three U. S. I. cyclists, H. Gandino, O. W. Eisele and J. Becker, had a record bee sting them. The trio were about to go after the record from Albany to New York. The attempt was to be made yesterday, Wednesday, April 5. But alas and alack, into each life some rain must fall. It fell on the record-smashing trio and the attempts were called off until the roads between Albany and Poughkeepsie improve.

SNOWMAN RETURNS

B. W. Snowman, formerly a member of the Vitalic family, has reassumed his old position as manager of the Tire Department of the New York City branch, located at 41 Warren street.

ON THE BELL LAP

Live Comment on Current Cycle Happenings

By Walter A. Bardgett

HANS OHRT, the San Francisco sprinter, will be at the Newark Velodrome this season. He has been signed for the Jersey bowl as well as other Yankee tracks.

* * *

Willie Spencer, the Newark sprinter, writes from Paris and says that he has lost considerable weight and that he does not seem to be able to sprint as well as he would like to. Willie has probably trained too hard. When in Rome do as the Romans do, Willie.

* * *

The boys from O'Brien's Beach in Newark, N. J., are keen to see Reggie McNamara and Alfred Grenda win the Paris six-day race. They sent a cable to the pair, reading, "Hope you win," in time for the Newark anklers to receive it before the start.

* * *

When the Newark Velodrome is opened for the season, probably on April 16, Mayor Breidenbach, of that city, will be there as a starter. Not as a starter in the race, but His Honor will borrow Gabe Abieneste's "smoke wagon" and start the "Mayor Breidenbach" five-mile open. The B. M. Shanley handicap, always an opening day feature, will again be a top liner. Amateur and professional sprints and possibly a match race will fill the program.

* * *

The Bay View Wheelmen, the live organization in Newark, N. J., are going to honor David Lands and Willie Coburn, the winners of the Chicago six-day race, Saturday night, April 8, with a reception and dance. Dave and Willie will have to ride a home trainer race that night whether they want to or not, the committee says. The music for the evening will be furnished by John L. Staehle, the popular amateur champion of 1916 and 1917, and his orchestra. John himself will be tooting the sliding trombone and John is a mean sliding trombone tooter. I'll be there, Dave, Willie and John!

* * *

Bob Spears, the Australian sprinter, pens me from Europe that he has just started his 1922 racing season after living the life of Riley at Nice, France, all Winter, Bob says that he rode at Tours, France, on March 19 in a match against Pete Moeskops, the world's champer. Pete won the first and third heats, Spears taking the second. Bob says that all of the European riders are all het up over the arrival of Jack Neville, the president of the "Potato Peelers'" union. Jack is doing a little U. B. O. stuff for Johnny Chapman and the French anklers would

like to have a contract to push a pedal in America. Neville signed up Pierre Sergeant, the former sprint champion of France, and perhaps the cables will tell us of a few more that Jack signs up.

* * *

The opening of the Newark Velodrome, which was announced for Sunday, April 9, will in all probability be postponed a week. Most of the surface material has arrived at the track and no doubt would have been well on its way, but inclement weather put the damper to the hammer and saw boys and they could not work the latter part of last week. The stands are also being put in shape and while work could be rushed and the track opened on schedule Manager Chapman stated that he might have to postpone the opening for at least a



David Lands, who will be honored by the Bay View Wheelmen along with Willie Coburn

week. Quite a gathering of fans were on hand on Sunday to see what progress had been made and they were disappointed not to find a few anklers tearing around the wooden bowl.

* * *

Richard F. Kelsey, chairman of the Board of Control of the National Cycling Association, has made an official reply to the Amateur Bicycle League of America's request for a working agreement between the two bodies. In his reply Mr. Kelsey states that the N. C. A. is willing to give the Amateur Bicycle League of America control of road racing, but that the N. C. A. must have control of the board and circular track races. The A. B. L. simply wishes to work with the N. C. A., as the agreement published a couple of weeks ago would indicate. Progress has been made, however, in negotiations and from present indications it looks as though an amicable arrangement will be made and that the dove of peace will be able to fly around without taking any chances. This is as it should be and with both organizations working together cycle racing will make greater strides than in the past.

* * *

In the Spring the anxious ankler comes out of retirement and starts to train for the Summer season. They have tired of pinochle and other games made famous by Mr. Hoyle and are anxious to go over the top or through the tunnel of the Newark track so as to be welcomed by the paymaster after the finish of the day's racing. Orlando Piani, the Italian, came in on the palatial French liner Paris last Saturday, ready for the fulfilling of his 1922 contract. Cecil Walker, the Australian sprinter, also arrived in Newark Saturday. Walker landed in San Francisco on the steamer Sonoma on Tuesday, March 28, and immediately hit the trail for the home of the racing cyclist. Walker states that there was not very much racing over in Australia this Winter for the professional contingent, but the amateurs had plenty of action. It is Walker's opinion that a board track will be built in Sydney if the powers that be can stop battling long enough to let some parties with money go ahead. Australia has always been a hot bed of trouble. The Dear Old League of New South Wales has the riders, a site and no money, while others have the money and a site, but no riders according to the dope from over there. It is also reported that one of the Dear Old League's officers wants to incorporate the D. O. L. into a company.



Where much cycle history has been made and where many hopes have been blasted. Front view of the Newark Velodrome in the Jersey metropolis.

Work Aplenty for Ambitious Anklers

WORK is about the last thing a racing cyclist likes to tackle, but from present indications there will be plenty to do for the lads who toil not but who spin the pedals in this country. In the East there will be seven bicycle tracks in operation from about Decoration Day until a week or so after Labor Day. The Newark Velodrome is scheduled to throw the key away for the season next Sunday, but delay in reconstruction activities due to inclement weather may cause the opening to be carried over until the following Sunday.

Cycle racing is due for a big boom. Last year six bicycle tracks operated in this part of the Rand-McNally and now the New York Velodrome is to be finished and operating about Decoration Day. How to divide the race days and the racing cyclists among seven bicycle tracks with only seven days to do it is a problem that faces the promoter.

How conditions have changed in this country! America has had its ups and downs and "cycles" in the bicycle racing game. Back in the old days most every city at one time had a bicycle track and some of the larger cities had two or three. Then they passed out one by one, while in the East in later years promoters built tracks in cities where the sport had a great run in what were called the halcyon days.

Boston had two tracks, the Charles River Park third-mile cement track, and the

Revere Beach Cycle Track, an eight-lap saucer track. Brockton, Mass., had its Shoe City Oval; Waltham, Mass., had a track and several nearby cities claimed racing ovals.

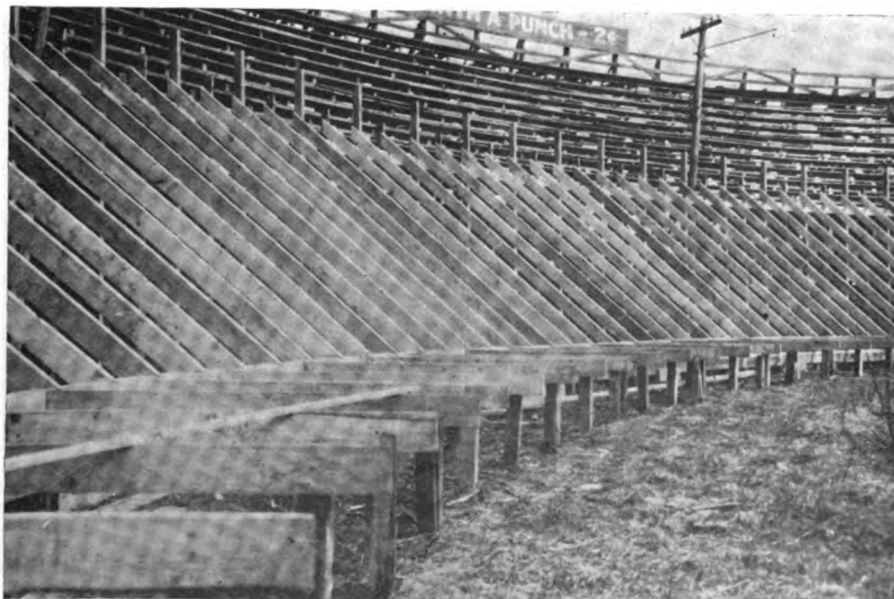
New York City fans had at one time a number of tracks to visit. There were Manhattan Beach, a third-mile cement track; Berkeley Oval, a wooden structure, and Ambrose Park, Brooklyn, another wooden bowl, both of about a third-mile around, while if the fans cared to journey a short distance they could visit the Vailsburg Board Track, a quarter-mile wooden structure, that stood for many years across the street from the present Newark Velodrome.

Philadelphia fans saw racing at the Woodside Park track, the third-mile wooden track built in the park of that name; the Willow Grove track, a similar

course built in that park, and a gravel track at Tioga Park, and also at old Point Breeze. Chicago enthusiasts witnessed many stirring battles awheel on the Garfield Park cement track as well as at a wooden track at Ravenswood. The big track at Buffalo was the quarter-mile cement Buffalo Athletic Field, and Rochester had a "whaleback" wooden track that measured about the same. Asbury Park had a third-mile gravel course. Louisville, Ky., was famed for years with the Fountain Ferry track, where the racing cyclists did their Spring training before coming North for the State and Grand Circuits of those days.

Providence, R. I., Bridgeport, Conn., and numerous other cities had bicycle tracks and when no bicycle track was available the State and Grand Circuit chasers used half-mile and mile dirt horse racing courses.

Then came the day of the wooden "saucer" circuit with New Haven, Providence, Charles River Park, which had been replaced with a five-lap track of wood; Vailsburg, Springfield, Worcester, Philadelphia, Pittsburgh, Atlantic City, Baltimore and Washington. In the Western part of the country Salt Lake City and Ogden, Utah; Butte, Montana, and Los Angeles, Cal., each had a wooden course, mostly of eight laps to the mile. Jack Prince also had a circuit of indoor and outdoor tracks in the South. Passaic, N. J. sported a six-lap



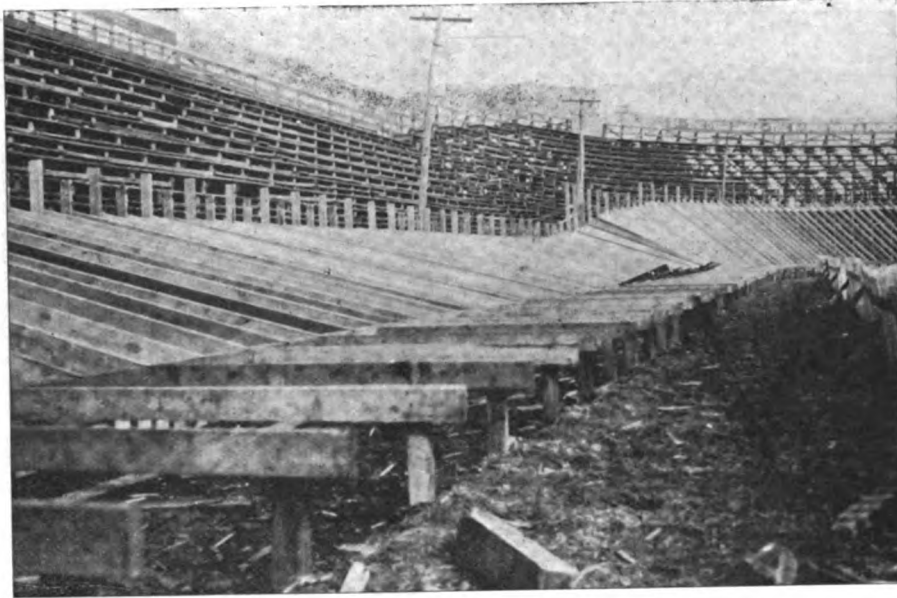
How a bicycle track looks in decollete. View shows one of the turns at the Newark Velodrome before the surface was put on

wooden track, too, for a year or so.

One by one these tracks passed out until there were left only the Vailsburg Board Track and the Revere Beach Cycle Track. Back in 1908 the Vailsburg Board track was torn down and the Newark Velodrome, a six-lap course, put up. That lasted until 1910 and then the present structure across the street was erected in 1911. The present Newark Velodrome is being re-surfaced and the stands rebuilt and when it is completed it will be faster than ever in the belief of the racing cyclists. New Haven, Conn., and Providence, R. I., have had tracks located in various parts of the cities. An eight-lap saucer was put up at Lighthouse Point in the Connecticut city, but it did not pay and was later abandoned. The track built at Providence at the same time ran until the city fathers refused a license and that ended that bowl. The present Providence Cycle-drome is located in Cranston, a suburb. New Bedford and Worcester were again put on the map during the past season. Chicago had a track in 1915, the River-view Velodrome, but one season is all that course operated.

For many years talk of a track in New York has been rampant—especially following a successful six-day race. George Young started one at 225th street last year, but financial difficulties caused a halt to the project. During the early part of this year John Ringling, of circus fame, and Inglis M. Uppercu, part owner of the Newark Velodrome, took over the partly-constructed New York track and will finish the course in time to have racing about Decoration Day. With the New York Velodrome running twice a week—Tuesday and Friday being the tentative race nights—and the Newark Velodrome holding meets on Wednesday evening and Sunday afternoon, the racing cyclist is assured of plenty of work around Manhattan.

With the above tracks operating on the above mentioned days, the Providence, R. I., track on Tuesday and Friday; Revere Beach Cycle Track on Wednesday and Saturday; Philadelphia on Thursday; Worcester on a day to be decided upon and New Bedford two nights a week it looks as though there would be a tired lot of riders and promoters at the finish of the season. It will take a pretty nifty "booking agent" to dope out a schedule so that there will be no confliction between cards for the various tracks. And if it rains—and it sometimes does on race



Another view of the Newark Velodrome in the reconstruction period. Looking up the backstretch into the turn shown on page 25.

nights—how can the rain miss one of the tracks?

Ten bicycle tracks all told may be summed up as the total for this country. The seven mentioned above, and the two on the Crocodile Circuit, Miami and Jacksonville, Fla., which operate in the Winter, and the Los Angeles eight-lap track, not being used at present except for local events.

Cycle racing has a great hold in Europe. France has probably 60 bicycle tracks. Belgium has 30; Germany, 25; Italy, 10; Holland, five; England, five; Spain, three; Portugal, Denmark, Belgian Congo, North Africa, one each. Australia had a number of tracks at one time, but only one or two remain and they are not of much account. A good share of racing in Australia is being promoted on dirt and grass tracks, but there seems hope that a couple of wooden tracks, similar to the American velodrome, will be built there.

Will the cyclists be busy? We'll say they will. And will the trainers, or the "potato peelers" have sufficient labor to keep them contented? Yes, quite sufficient, thank you!

B. V. W. HOLD A CENTURY

FORTY-SIX riders faced the windy weather last Sunday to take in the Bay View Wheelmen's annual century from Newark to Princeton, N. J. Joe Chester had charge of the pleasure division and left the club house at 7:45 a. m. and without much trouble reached Princeton at 10:50. Captain Robert Benwell had charge of the fast division; one-half started off at 9:15 and before going half way had to make five stops to repair tires and chains.

"Bill" Hambacher, who had to be coaxed to take the trip, only lasted about five miles when a gust of wind caused five riders to take a tumble and broke Hambacher's front wheel. After the fast

division left New Brunswick they had no more trouble and reached Princeton at 10:50, just as the pleasure division were getting ready to leave. After dinner Benwell took his riders through the Princeton grounds on a sightseeing trip which also limbered up their weary legs.

At 2 p. m. Benwell got his riders together and gave them instructions in regard to "jams" on the way home. The riders were only out of Princeton about five miles when some one lost his cap and all hands stopped and soon after that about every five miles

someone was losing their caps and not because the wind blew them off, but just like the six-day riders they are always looking forward to pull something in order to get a few minutes' rest. At New Brunswick all hands stopped for ice cream and after fixing up a few tires and a short rest they started off on the last half lap again. Everything was going along fine now as the pace was cut down a little owing to the heavy wind and also because everyone was getting tired. And with only about two more miles to go Larry Seuffert was hit by an automobile and although he was badly shaken up, no bones were broken but his bicycle was certainly fit for the junk heap.

The riders arrived back at the Club house at 5:30 p. m. The pacemakers for the pleasure division were Joe Chester and Carl Hambacher; for the fast division, Bob Benwell, Sam Gastman, Emil Ley, Chas. Ulrich, Fred Lauer, Walter Grenda, Larry Seuffert, and Ray Nestor, who also hit a Ford on St. George avenue, but neither was hurt.

J. C. W. HOLD A RACE

A MISS-AND-OUT race was held by the Jersey City Wheelmen on the Hudson Boulevard last Sunday morning and was won by William Wohlrab. John Fargo was second; William Mollica, third; Tom La Rossa, fourth, and John O'Halloran, fifth. Twenty-five riders started and only five were left at the finish.

Chas. O'Hara successfully defended the Brassard by beating Edward Wohlrab for the honors.

Point standing for Winter championship—William Wohlrab, 77; William Mollica, 60; Tom La Rossa, 26; John Bruns, 25; John O'Halloran, 19; Jack Hendershot, 19; Francis Kenney, 14; Fred Kramer, 12; Louis Fay, 8; Chas. Whitehead, 6; Chas. O'Hara, 6; John Fargo, 8; Al Von Cott, 2.

St. Onge Puts *in a* Busy Week

FRED ST. ONGE put in one of the busiest weeks in his career during the week of March 20 and was instrumental in causing Augusta dealers to place orders for a stock of ladies' bicycles. This was not all, St. Onge was kept busy by dealers for six days. Augusta dealers have been anticipating the visit of the C. T. A. representative for many weeks, following St. Onge's route in the trade journals. (Augusta dealers read the trade journals each week.)

St. Onge and four dealers accompanied by George H. Baldowski of the Augusta Herald visited the Tubman High School for girls. Over 600 young ladies witnessed a demonstration in the use of the bicycle and loudly approved of cycling as a beneficial means of transportation. A similar stunt was performed at the Richmond Military Academy before 650 students. Four grammar schools were visited in addition to the above. All of this happened at an opportune time for the benefit of sales of more bicycles for the reason that trolley cars have been taken off the streets of Augusta, and the dealers have made the fact known that bicycles are one means of transportation without an equal.

As soon as St. Onge arrived things in the cycling line began to move. The Augusta Herald awarded a silver cup to the Woodlawn school for having the greatest number of riders in the parade on Friday. W. H. Holmes, Ninth street dealer, on Monday had a sort of impromptu parade and gathering at his store. His Columbia Bicycle Club, 75 strong, were on hand. After a ride about town refreshments were served and a talk on road deportment given to the boys. John



Augusta's live ones: Left to right, John F. Brickle, W. H. Holmes, R. L. Sumerau, Jr., Derween Fourcher, George Baldowski

F. Brickle, the other Ninth street dealer, had a party at his store on Thursday that brought about 150 riders. Harry Fourcher, up on Broad street, had a party at his place and distributed hundreds of horns so the kids could blow for Fourcher. Robert Sumerau had a box of books that told of "Billy's Troubles" and this house was busy entertaining their crowd.

Thursday afternoon, Mayor Julian Smith had lower Broad street set aside for speed demons. A quarter mile course was laid out and some great races were run off, the quarter-mile had 48 starters and had to be run off in eight trial heats and a final. "Red" Parrish and John Griffith acted as judges at the turn.

The climax came on Friday afternoon after school. Over 350 riders lined up for the decorated wheel parade. The decorated bicycles were numerous and not to say the least wonderful. In addition to the fancy bicycles crowds of youngsters were there. The Herald had offered

a cup for the greatest number of riders in line. At Allen Park, the finish of the ride, 3,000 people were on hand to greet the procession. Around the baseball diamond they lined up; judges were selected from the audience. Six prizes were announced but the number of finely decorated bicycles was so great an additional seven prizes were offered.

Local dealers contributed the prizes for the races and the decorated bicycles. A truck load of drinks was given the riders.

The Herald silver cup was awarded to the Woodlawn school, 62 riders accompanied by one of the teachers, George Dascher, receiving the cup with a nice speech of thanks. Miss Delle Evans, of the Tubman High School for girls, carried off the first prize for the best decorated wheel in the parade. Brother Adbas of St. Patrick's School was pleased with the visit of St. Onge to his school and took great pleasure in pointing out the well arranged racks he had built on



Part of the decorated wheel section of St. Onge's parade at Augusta, Fla., and two of the prize winners: Miss Delle Evans, center, and Miss Ailene Faust, right

the suggestion of St. Onge two years ago.

Mr. George H. Baldowski of the *Herald*, John F. Brickley, Harry Fourcher, Derwen Fourcher, John T. Griffith, W. H. Holmes, Robert Sumerau, Jr., and R. B. Parrish, rode bicycles at the races and

parade. The dealers contributed a total of 26 prizes for the races and parade. It was without question one of the greatest cycling carnivals ever held in Georgia.

Sunday, March 26, Mr. and Mrs. Fred St. Onge were surprised at a reception

held at the Union station just before train time by the combined dealers of Augusta accompanied by their families and friends. A beautiful token of appreciation was presented to the departing bicycle boosters.

How St. Onge Does It

By R. B. Parrish

HAVING been with Fred St. Onge, or that is to say, having made the same town as those made by him in the past few weeks, I am giving my impressions of St. Onge, and the way he works.

First—St. Onge is an optimist.

Second—He is a wonderful organizer.

Third—He is a good mixer.

Fourth—He is an orator.

Fifth—He can handle a bunch of unruly boys.

Sixth—He is a writer and a journalist.

Seventh—He must know something of the Gospel.

Eighth—He is an expert on train schedules.

Ninth—He is the last word of authority on bicycles.

Tenth—He is a performer on a bicycle, a real entertainer.

Eleventh—He is a salesman; one that can sell something that is given away. In other words, you have a gold dollar which you are desirous of giving a man, but in order to make him take it you must make him believe that you are not giving it to him, but that he is buying it from you at \$1.50. This of course is not true in all of the towns St. Onge visits but there are a number of places where it is the case.

Twelfth—He is a diplomat who would make Lloyd George look like a school boy. There are situations which come up overnight that must be met properly and quickly. One day things all look good for the next day, but alas, when the next day comes around some of the gears have gone wrong and there must be a change made to keep things going smoothly. Mr. St. Onge is always equal to the occasion.

Here is the way things go at some of the parades which were attended by the writer. The time of the start is given in the papers. At that time there is always a bunch of anxious youngsters lined up and eager to go. Before the start it is always necessary to get photos of the line up. Mr. St. Onge is out in front of the crowd. Some of the boys have shoved out of line. St. Onge says: "Now boys, all get back in line, we are going to take a photo," and with both hands waving to the line, he blows a whistle which he has lashed to his belt—th-r-r-r-r—r-r-r-r. No one moves. "Now boys, get back, P-L-E-A-S-E get back." They move back about one hundredth part of an inch. Then St. Onge gets his camera all set as

though he was all ready to snap. Then he goes over to one of the boys that is nearest. Here now you, move back."

The boy moves back. Then all the others follow, and the photo is taken.

Now we are all ready for the start. "Now then," says St. Onge, "all of the decorated bicycles line up first in twos." Just about then some little roughneck comes tearing up the line. "Here, hold on there," says the kid, "let me in there, I am going to ride in the front."

Mr. St. Onge—"Get back there you, back behind the decorated bicycles. Now remember, everybody with decorated bicycles go first."

By this time the little fellow has gone out some place in the line and torn from some of the other boys' bikes a small piece of paper and put it on his own bicycle, and is back arguing his right to ride in front.

The park is reached, the place where the drinks are served.

"Now then, everybody line their bicycles up over here," says St. Onge.

ST. ONGE'S ROUTE

Norfolk, Va.	April 10
Washington, D. C. ...	April 17
Baltimore, Md.	April 24
Philadelphia, Pa.	May 1
Reading Pa.	May 8
Pittsburgh, Pa.	May 15
Dayton, O.	May 22
Columbus, O.	May 29
Cleveland, O.	June 5
Indianapolis, Ind.	June 12
Chicago, Ill.	June 19
Milwaukee, Wis.	June 26
Minneapolis-St. Paul..	July 3
Sioux City, Iowa.....	July 10
Omaha, Nebr.	July 17
Kansas City, Mo.	July 24
St. Louis, Mo.....	July 31
Terre Haute, Ind. ...	August 7
Toledo, Ohio	August 14
Detroit, Mich.....	August 21
Buffalo, N. Y.	August 28
Syracuse, N. Y. ...	September 4
Atlantic City ...	September 11
Two Weeks' Vacation	
.....	September 18-25
Worcester, Mass. ...	October 2
Boston, Mass.	October 9
Bridgeport, Conn....	October 16
Hartford, Conn. ...	October 23

"And all of the decorated bicycles line up over there." Now we are ready to take another photo. In the meantime Mrs. St. Onge has been around about the crowd and gotten a party of disinterested people to act as the judges and the prizes are awarded.

Now then, all get back. Mr. St. Onge will do some fancy riding for you boys and girls, and will show you the wrong and the right way to ride a bicycle. The crowd has again gathered in so close that there is scarcely room to turn around. Out comes the whistle again. Thr-r-r-r-r, goes the whistle. By this time a good many of the youngsters have learned to imitate Mr. St. Onge's whistle sounds much like the frogs in the Spring and it is difficult to tell which is the whistle and which is the kid's.

St. Onge mounts the high bicycle and makes a few wobbles and there is no further trouble in getting the boys back. After this the drinks are served. The girls are lined up and served first, and then come the boys.

In the first part of the week, in each town, St. Onge is busy visiting the schools and telling the boys and girls that they should ride a bicycle for health and pleasure. He never fails to impress on the children to ride on the right hand side of the road (and not on the sidewalks).

St. Onge never passes up a chance to visit all schools. And quite often he is successful in getting an audience at the military schools. How he does this no one seems to know. I suppose it is sufficient for us to know that he does. In one of the cities he addressed one of the girls' high schools and was granted the use of the stage.

I am glad that he has this job instead of myself and I am sure no one envies his title of the "Bicycle Evangelist."

CORONADO BICYCLISTS PLAN TRACK

The new cycling club, recently organized at Coronado, Cal., is making rapid progress, having more than 150 members enrolled. According to the officers, there is a prospect of a much larger membership in the near future. The organization is negotiating for a tract of land to lay out a track for racing purposes. It is to be an eighth of a mile track. It is also proposed to inaugurate an annual five-mile wheel race around the outskirts of the city.

SUNDAY MORNING CYCLE RUNS

MARCH wound up in Milwaukee with a run to Hale's Corner and St. Martin's when the South Side boys, "Red" Lutterman and Nick Gerber, on their rejuvenated Stearns' tandem, were initiated. Fifteen riders had been the high attendance for this month. The run for April 2, New Butler County-Loop-West Allis run, had at least 25 in line. Waukesha, of road race fame, was visited, and other towns 50 miles distant were visited and live wire cyclists in those towns called on.

Mid-week luncheon trips of an informal nature by men of business have also been scheduled and those who have made it a habit to attend these are Percy C. Avery, August Schupinsky, Henry O. Stenzel, Fred W. Schmitz and Louis Pierron.

The Municipal Cycling Association will shortly have a general meeting when the full program for 1922 runs and races will be announced. The outstanding event for road riders will be the planned seven-days' outing for the early fall, a tour of Wisconsin's North Woods, the riders being accompanied by a truck, a cook, tents and a general equipment for life in the open. From 15 to 20 riders are expected to take in this first season's run and a tentative route has been made up by the Outings and Runs Committee of the North Side Cycling Club under whose auspices it will be conducted.

FIRST RACE OF THE SEASON

THE Century Road Club of America, who are rolling in to their thirty-second year of cycle game, will promote their annual boulevard bicycle road race on the Hudson County Boulevard, Sunday morning, April 30, with a rain date of May 7. The necessary permits have been received from the police department for the race.

This race will be the first big race in the National Bicycle week and is sure to draw a big entry, as it will be supported by the different manufacturers and dealers throughout the country.

There will be 25 place prizes and 5 time prizes. The two first prizes will be valued at \$35 each, and a number of special prizes.

The entry banks will be at all the leading bicycle dealers in the different districts in a few days. For any information regarding this race address Edward Perry, 49 Adelina Place, North Bergen, N. J., or phone Union, 4674, racing chairman.

BELGIANS WIN TEAM EVENT

A six-hour team race was the feature at the Velodrome d'Hiver, Paris, Sunday, March 19. Reilens and Eyckmans, the Belgians, won with twenty-five points, the Belgians being a lap ahead of the field at the finish. George Seres and Piere Sergeant, Frenchmen, were second with



Fred W. Schultz on Milwaukee club run. In the old days Fred was quarter-mile state champion, and the boys helped him celebrate his fifty-ninth birthday

157 points, and the others to finish were: Fredericks and Stoekelynck, 124; Spiesens and Van Bever, 65; Vandenhove and Bertaud, 58; Dupuy and Neffati, 51; Leon Georget and Texier, 46. Emil Aerts and Pete Van Kempen quit before the finish.

KIND WORDS FOR US

EDITOR MOTORCYCLE AND BICYCLE ILLUSTRATED—Your paper is filling the wants of the cyclists and I would like to see every active wheelman subscribe, so that they may keep informed and up to date.

LOUIS PIERRON,
Pres. North Side Cycling Club.
Milwaukee, Wis.



Some of the old Milwaukee "war horses" of cycling on a run with a few youngsters

A. B. L. SANCTION RACES

THE following races will be run under sanction of the Amateur Bicycle League of America:

Date	Promoter	City
April 23	Romm & Flatow	Washington, D.C.
April 23	L. Pierron	Milwaukee, Wis.
April 29	Y. M. C. A.	Montgomery Ala.
April 29	A. E. Anakin	Long Beach, Cal.
April 29	W. C. Ahlman	Norfolk, Neb.
April 29	Brooklawn W. C.	Bridgeport, Conn.
April 29	Griffin Co.	E. Las Vegas, N.M.
April 29	F. J. Jackson	W. Walla, Wash.
April 29	G. C. Cobb	McK. Rock, Pa.
April 29	D. S. Miller	Logansport, Ind.
April 30	L. Pierron	Milwaukee, Wis.
April 30	C. R. C. of A.	W. Hoboken, N.J.
April 30	B. A. Dunn	Dallas, Tex.
April 30	West. M. C. C.	G. Rapids, Mich.
April 30	R. W. Lindblein	San Jose, Cal.
April 30	F. S. Jones	Long Beach, Cal.
May 5	F. B. Bryant	Anniston, Ala.
May 5	G. H. Bladowski	Augusta, Ga.
May 6	C. R. C. of A.	Hoboken, N. J.
May 6	J. G. Edwards	Providence, R.I.
May 6	L. P. Cantrell	Waco, Tex.
May 6	G. L. Evans	Ocean View, Va.
May 6	R. L. Lindgren	Seattle, Wash.
May 6	F. R. Bouck	Spokane, Wash.
May 6	L. W. Collins	Jamestown, N. Y.
May 6	J. J. Weine	Milwaukee, Wis.
May 6	F. Orndorff	Mattoon, Ill.
May 6	Ira A. Alexander	Denver, Col.
May 6	A. Lebonig	Gladsden, Ala.
May 6	F. B. Kern	Anakin, Cal.
May 7	Q. C. C. A.	Philadelphia, Pa.
May 7	J. Vandanselin	Chicago, Ill.
May 7	L. Pierron	Milwaukee, Wis.
May 13	E. Rasmussen	E. Cleveland, O.
May 14	C. R. C. A.	Brooklyn, N. Y.
May 27	G. C. Cobb	McK. Rock, Pa.
May 28	L. Pierron	Milwaukee, Wis.
May 30	Empire C. W.	Brooklyn, N. Y.

FIRST RACE FOR PROVIDENCE

THE first bell in the bicycle racing season in Providence, R. I., is being sounded. The Indian Cycle Club will be the first to start the ball on the way. A road race is scheduled for May 6 over the Reservoir-Park avenues road course, and it is now expected that fully 100 boys will be entered in the event.

Entries are being made to John G. Edwards, father of the club, who extends an invitation to all amateurs throughout New England to enter. Many valuable prizes have been procured, among them being a B. S. A. racer donated by the Hendee Manufacturing Company. Other awards will include gold pins, watches, tires and accessories.

Suggests Changes in Scoring Six-Day Races

Brooklyn Fan Wants Team Credited With Points for Gaining Laps in Annual "Grinds" And Also Suggests Other Changes

BERTELL W. KING, a member of the Empire City Wheelmen of Brooklyn, last year suggested a change in the rules governing six-day races. Mr. King has sent in a few more suggestions for improvements in the scoring of points. To the ordinary fan the system is complicated, and few know where they are at. They have changed the rules so many times that it is hard to keep up to the many changes. It would appear to many that a more simple method—one that can be understood without much explaining—could be devised. Mr. King's letter has many good suggestions, but his awarding of points for laps gained during the week might tend to make the point scoring more complicated than ever. Mr. King's letter follows:

"It may be noted that the football rules have again been changed and that the goal from touchdown, that time honored try for an extra point, has at last been done away with. It is replaced by a scrimmage which will make the extra point an uncertainty which up to this time it could hardly be called and naturally will add to the attractiveness of the game.

"Last year I suggested some changes in the rules for the running of six-day races and whether or not those suggestions as set forth in *MOTORCYCLE AND BICYCLE ILLUSTRATED* had any bearing on the changes or not the fact remains that the changes were made, at least some of them. One is that money fines have been eliminated and the other is that a team a lap ahead cannot garner all the points regardless of position in the sprints. Formerly the team a lap ahead would get first points in every sprint even though they finished last each time, which they usually did. Those improvements already have proven their worth. However, all sports undergo changes until the sport so revised gradually becomes perfected and six-day racing is no exception to the rule. The race up to 1898 was a plugging affair with each rider "on his own"; then in 1899 the team idea was evolved and for fifteen years the races were run on that system with a mile sprint at the finish for any teams that were tied. Then came the "Berlin System," another improvement which proved more attractive than either of its forerunners, and, despite the decline of the bicycle as a universal mode of conveyance, the improvements have tended largely to increase the interest of the six-day sport from the standpoint of the spectators. Professional cycling must cater to

the gate and the riders must stand the gaff. None of them however seem to show any ill effects from their efforts on the track.

"Outside of the improvements first mentioned which have increased the value of the "Berlin System," there remain opportunities to still further improve it and add to the attractiveness of this form of racing without in any way increasing the burden upon the riders.

"On Tuesday night of the race that finished Saturday we find that about a dozen riders were penalized a lap for bad pickups. Why penalize them a whole lap? Can any one with the wildest imagination believe that each of these dozen teams infringed the rules in exactly the same degree? Naturally they could not and some got away with more than others simply because a lap cannot be divided into parts as no fractional proportion of a lap can be maintained. Is that not argument enough to put a point value upon a lap? Some teams prefer to get their points sprinting and others prefer awaiting the proper moment when the opportunity to steal a lap is good. Up to the last hour of the last race Brocco and DeRuyter being a lap ahead had garnered only 42 points. They were out to maintain that lap if they could as under the rules if they could keep it it would be worth more than all the points in the race put together. Why then should Brocco and DeRuyter sprint for points with the possibility of weakening their team and having the lap lost to them. And reversely why should a team a lap in the rear sprint their legs off to gather points which in the end probably will mean little or nothing?

"In the last hour of the race Grenda and McNamara had the advantage with Brocco and DeRuyter of being a lap ahead and in addition the former team had a considerable lead of points over the latter team. Why then with that lap should they try to beat any one in the race? All that was required of them to win was to watch Brocco and DeRuyter and to be on the job if a "jam" started. The actual sprints did not concern them in the least. All this would be changed if laps were given a point value, it would then be possible for a sprinter by hard work to overcome a lap stolen and it would settle the question of fines. The best proof of the above contention is the score. Grenda and McNamara up to the 18th sprint got a single first. When Taylor and Kaiser got a lap and their point score showed them in the lead over Grenda and MacNamara the latter team showed that they could sprint and went out and took the next three sprints

and clinched the race. It is plainly evident that they were saving themselves for a possible "jam," but it was lucky for them that the team that got up did not have a commanding lead in points. Every race in some way or another proves the fact that a lap should be given a definite point value.

"Another thing that will stand improvement is the value of points in the sprints, both during the week and during the final hour. During the last hour of any of the races it is a rare thing to see more than two riders making a bid for the first position with its 72 points. Why should a third rider endeavor to beat the second man when to do so will only mean the gain of a single point, why should the fourth man try to beat the third when that also means only a point. So it goes down the line to fourth place with the result that the sprints are two man affairs with the trailers on parade, Indian fashion like the tail of a kite or a comet.

"Some incentive must be given in order to create a real sprint and during the week the first rider should receive 10 points, second 7 points, third 4 points and fourth 1 point. The difference of only a point to beat the man ahead is hardly conducive of sprinting and those who won't try for places from first to fourth won't try anyway and there's no room for more than five in a sprint for positions.

"The Saturday night sprints should be 50 points for first 20 for second and ten for third. All these three positions then would have a value worth going after and the parade would be broken up to a certain extent. The average number of riders in the sprints of a six-day race during the last hour is eight teams and three places of potential value will afford more competition than will the present basis of scoring points. No team ever yet won a six-day race by getting their points by riding in from second to lower positions so why continue a method of scoring which is ineffective both from the standpoint of incentive to sprint and potential results?

A lap gained Monday should net 300 points.

A lap gained Tuesday should net 320 points.

A lap gained Wednesday should net 340 points.

A lap gained Thursday should net 360 points.

A lap gained Friday should net 380 points.

A lap gained Saturday should net 400 points.

"Bad pickups would be penalized according to the estimated wheel lengths separating the riders which is the only means of approximating the distance and these penalties should be represented by points.

"This system is substantially the same as set forth sometime ago with the exception of changed value of points for positions back of first, however close observation convinces me that the change would improve the racing.

"In several paragraphs I say certain things "should" be so and so. I do not wish to appear as a solon on six-day racing and wish to apologize for any word or phrase that might appear to read as more than a suggestion.

"The system as set forth is remarkably simple especially from the viewpoint of spectators many of whom during the last hour of the last race were uncertain as to which team really was leading as the announcer said, "The team scoring the most number of points will win regardless of their position in the race." Two teams being a lap ahead of the field and two other teams having an overwhelming advantage in points. In view of the announcement and the mixed up laps and points it was but natural that many spectators were confused and naturally that detracted from their enjoyment.

"So far as I have been able to ascertain the purely point system also is most acceptable to the riders and would without doubt be most welcome to the judges and the referee and the fines could then be imposed.

"I believe a meeting of promoters, riders and officials should be called together for a revision of the rules which certainly will result in less confusion at the races and improve the conditions of the race from every angle."

EIGHTY ON CENTURY RUN

ABOUT 80 starters competed in the 32nd annual Spring century of the Century Road Club of America, Sunday, April 2. The start was made from New York at 8:30 a. m. Herman Hintze, the well-known century and mileage rider, acted as chief pacemaker. He took the boys out at a steady pace to Richmond Hill, the first stop, where about 20 riders, comprising the Brooklyn division, joined the boys. The next stop was Valley Stream where refreshments were served the riders.

Hicksville, the next stop, was made without accident or incidents. After a short rest the boys were taken to Amityville and then back to Hicksville where a stop (the most welcome one of all) was made for "that good ole roast beef dinner," which certainly was a "beaut."

A hard wind was encountered on the way back from Amityville, causing all but ten of the riders to get off their wheels and walk the last three miles into Hicksville.

At about 2:30 the return to home was started and although traffic was dense on the Merrick Road, nothing happened out

of the way. Home was reached about 6:30 p. m.

The youngest riders in this century were Charles Garin, Jr., James Russionello, Ben Diamond and Adrien Cau, all 13 years of age. Garin, who is an old timer at this game, "stood the gaff" very well but the other three found the going a little hard. However, they finished well up.

U. S. I. HOLD "CORK" RACE

TWENTY-FIVE riders showed up on the Grand Concourse Sunday, April 2nd, for the first "cork" race of the Unione Sportiva Italiana.

Due to the extremely high wind and poor condition of some of the riders only about half of the starters finished. Barney Gandino, who rode from scratch, took the lead about a half-mile from the finish and garnered first place and time. Results:

Pos.	Rider	Hdcp.	Time
1	H. Gandino	Scr.	23:10
2	J. Becker	1:15	24:25 1/5
3	A. Pevera	1:15	24:25 2/5
4	J. Stabile	1:15	24:25 3/5
5	J. Papesca	Scr.	23:15
6	O. Eisele	:15	23:30 1/5
7	R. Bolognini	:15	23:30 2/5
8	R. Galli	:15	23:30 3/5
9	T. Azzolino	1:15	24:31
10	C. Primo	1:15	24:32
<i>Fast Time</i>			
1	H. Gandino	Scr.	23:10
2	J. Papesca	Scr.	23:15
3	O. Eisele	:15	23:30 1/5

THE MIAMI CYCLE & MANUFACTURING COMPANY

Plain Statement:

This factory is running as it has been for over twenty-five years, making the well-known Racycle, Miami, Flying Merkel and Hudson bicycles fitted with the "Famous" one-piece center drive crank hanger, Lettered sprockets, Hercules 8-inch reinforced flush joint frame. Also a full line of Special Brand Bicycles with your own Nameplate, fancy colors. Our **quality and finish right now is the best we have ever made in over twenty-five years.**

Standard equipment as follows—

Federal "Rugged" and "Traffik" Brand tires, Troxel saddles, Kelly made Handle Bars, Rubber grips, Surplus pedals, "Diamond" chains, Tiley-Pratt No. 2 Spokes.

We can fill all orders promptly. Attractive prices.

We are the exclusive manufacturers of—

SURPLUS PEDALS and MUSSELMAN COASTER BRAKES

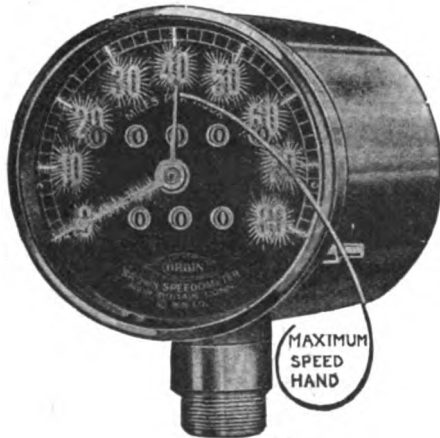
SPRING RIDING SEASON IS HERE

The Miami Cycle & Manufacturing Company

JAMES W. ASH,
President and Gen'l Manager

EDGAR BOREN
Vice-President and
Director of Sales

CORBIN-BROWN SPEEDOMETER *for* MOTORCYCLES



“—and the Maximum Speed Hand Reposed Serenely at NINETY-EIGHT MILES AN HOUR!”

This is from the report of the record hung up by Paul Anderson and his Henderson on the Roosevelt Road on February 3.

Naturally, his speedometer was a Corbin-Brown with Maximum Speed Hand, an exclusive feature of this instrument—the equipment of three out of every four motorcycles.

Write for profit particulars.

CORBIN SCREW CORPORATION
American Hardware Corporation, Successor
218 High Street, New Britain, Conn.

Branches: New York Chicago Philadelphia

QUESTION BOX

Lights and Carburetor

(1)—Please tell me where I could get a Stop-lite for a motorcycle, if any are made for this vehicle.

(2)—I have a 1922 Harley-Davidson, 74 cu. in. with electric equipment and find it hard to start. It has been ridden only about 200 miles. Sparkplugs, generator and other things seem to be in perfect condition. I have to kick the motor over 10 or 12 times to get it started.

Long Island City, N. Y.

N. N. N.

Answer

(1)—Stop-lites are not specially made for motorcycles, but you can easily adapt one for use on your machine. See Walter Koch, 1180 Fulton street, Brooklyn. He can advise you on this.

(2)—Your carburetor probably needs adjusting. Follow the directions in the Harley-Davidson Manual on this subject. Don't be afraid to prime the cylinders in cool weather, anyhow. You will save yourself time and labor by priming them.

The De Luxe Henderson

(1)—Please tell me what is the difference between the De Luxe Henderson and the Model K Henderson, and which of the two models has the more power and speed.

Luray, Kas.

LESTER MCKANNA.

Answer

(1)—The De Luxe Henderson is more powerful and speedier than the Model K Henderson and is probably more economical in general than the Model K. While the Model K is an excellent machine, the De Luxe is better and more refined. In a live motorcycle factory, each season shows an improvement in the construction of its product.

About Various Models

(1)—What would be the cost of fitting a shaft drive to a Henderson?

(2)—What are the respective gasoline and oil mileages of the De Luxe Henderson and the Model K Henderson?

(3)—Is the American Lightweight still made?

(4)—Where can I get parts for a Miami Motor-Bicycle?

(5)—How does the speed of a motorcycle affect the mileage per gallon of gasoline?

(6)—Where can I get details in full on the F. N., Bradshaw, Liberty motorcycle and Militor?

(7)—What is the total cost of an F. N. delivered in the United States?

(8)—What is the Henderson compression pressure?

Green Bay, Wis.

C. A. HAWORTH.

Answer

(1)—About the cost of a new machine. You would have to have a new crankcase, new transmission and case, new arrangement of clutch, besides the shaft portion of the drive, all of which would have to be built to order. It would take an experienced engineer to design this, also.

(2)—De Luxe, 40-60 miles on gallon of gas and 250-300 miles on a quart of oil. Model K, 50-70 miles on gallon of gas and 250-300 miles on a quart of oil. Figures are for solo work.

(3)—No.

(4)—From the Miami Cycle & Mfg. Co., Middletown, Ohio, or perhaps the American Motorcycle Co., 2045 West Chicago Ave., Chicago, Ill.

(5)—A motorcycle is generally most economical when driven at between 25 and 30 miles per hour. The faster it is driven, the more gas is consumed per mile. If driven slowly, the gasoline consumption also increases slightly. As a noticeable contrast, a racing motorcycle is a whale for gasoline, going sometimes 10 miles on a gallon, while a 61 cu. in. twin ridden about 25 miles per hour on the road will do 60 miles to the gallon.

(6)—F. N. is made in Herstal, Belgium, and has no Ameri-

can representatives. The maker is the Fabrique Nationale d'Armes de Guerre, Herstal-lez-Liege, Belgium. The oil-cooled Bradshaw is made by Zenith Motors, Ltd., Wolverhampton, England. No American representatives. The Liberty motorcycle was designed for the U. S. Government during the World War. Four were built. They were unsuccessful and only one is running today. Never put on the market, and unobtainable. The Militor is made by Sinclair Militor Corporation, 347 Madison Avenue, New York, from which firm details can be had.

(7)—About \$770.

(8)—Henderson compression is 58 pounds, cold.

V-Twin and Vibration

(1)—The horizontally-opposed cylinder motor is steadier and has a lower centre of gravity than the V-twin. Why does the V-twin type of motor continue to be used by most manufacturers?

(2)—What are the defects of the flat-twin type of motor, if any, and does this type of motor wear as well as the V-twin type?

(3)—Do you think that there is anything in the popular idea that driving a motorcycle over average or rather rough roads at moderate speeds causes kidney trouble or other trouble?

Sidney, N. S.

B. P. DODGE.

Answer

(1)—The V-type of twin is more familiar to the American manufacturer than the flat-twin type. It also fits more readily into the loop or keystone type of frame. The buying public is likewise more familiar with it than with the other type, which makes it more readily marketable.

(2)—There are no serious defects in the flat-twin type as such. In the experience of the automotive trades with thousands of the flat-twin type of motor it has not been found that wear has been excessive. The automobile motors in the early stage of the industry were mostly opposed-cylinder type: Win-ton 1903, Rambler 1903, Autocar 1905, Maxwell 1904, Buick, primitive Ford (prior to the 4-cylinder and 6-cylinder models), all used this type. The reason for change lay in the desire of purchasers for increase in power, which meant four or more cylinders. The Autocar light truck today uses the opposed cylinder motor. The best known flat-twin is the British Douglas, which has been manufactured without radical change since 1906.

(3)—This hoary legend about kidney trouble is, unfortunately, still alive. It might have been true in 1905 before we had spring forks, spring seat posts and frames, but it is no more true now than the W. C. T. U. drinks liquor. In the olden days, the automobile people started this yawp because the motorcycle was cutting into their business and the dope has been so often repeated that many folks think it is true. The Question Box Editor has ridden over 97,000 miles on motorcycles, some without even spring forks, and shows no signs of internal trouble yet. The rural doctors said the same thing about automobiles twenty years ago, but no one ever heard of a case of kidney trouble produced in a healthy person from automobiling.

No Such Angle

(1)—Please tell me whether or not there is a 48-degree magneto made and where could I get one?

(2)—At what angle between cylinders was the 1911 Curtiss twin.

Houston, Texas.

ARTHUR REED.

Answer

(1)—No magneto is made for such a cylinder angle. They are made for 42-degree, 45-degree, 50-degree and 60-degree twins. You therefore, will not be able to get a 48-degree instrument. We do not think that a twin of such an angle was ever produced in quantities in the United States.

(2)—We think it was 45 degrees. To measure the angle: Stretch strings parallel to the centre of each cylinder on the axes, the strings to intersect at the centre of the drive shaft. Measure the angle between the taut strings by means of a protractor.

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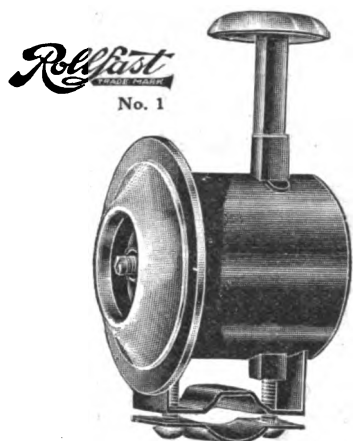
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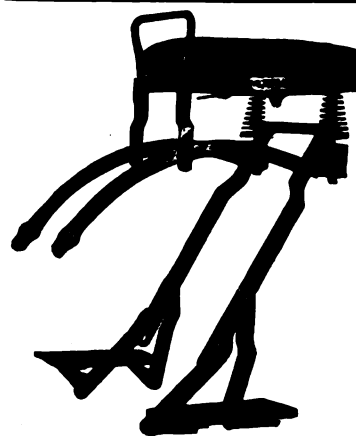


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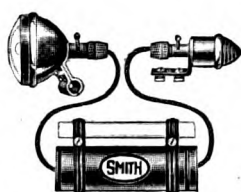
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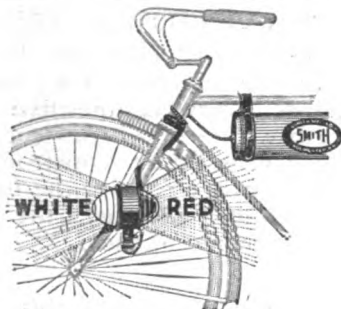
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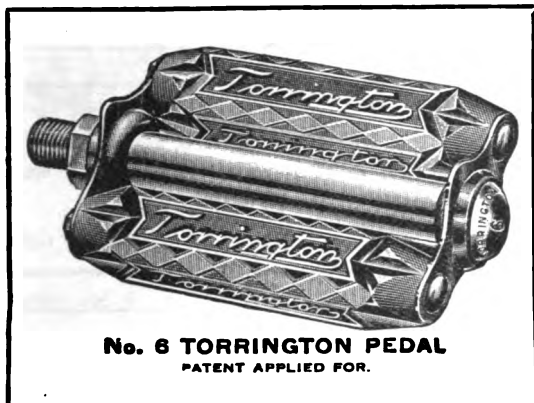
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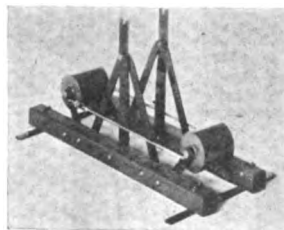
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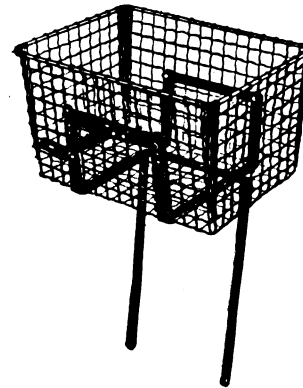
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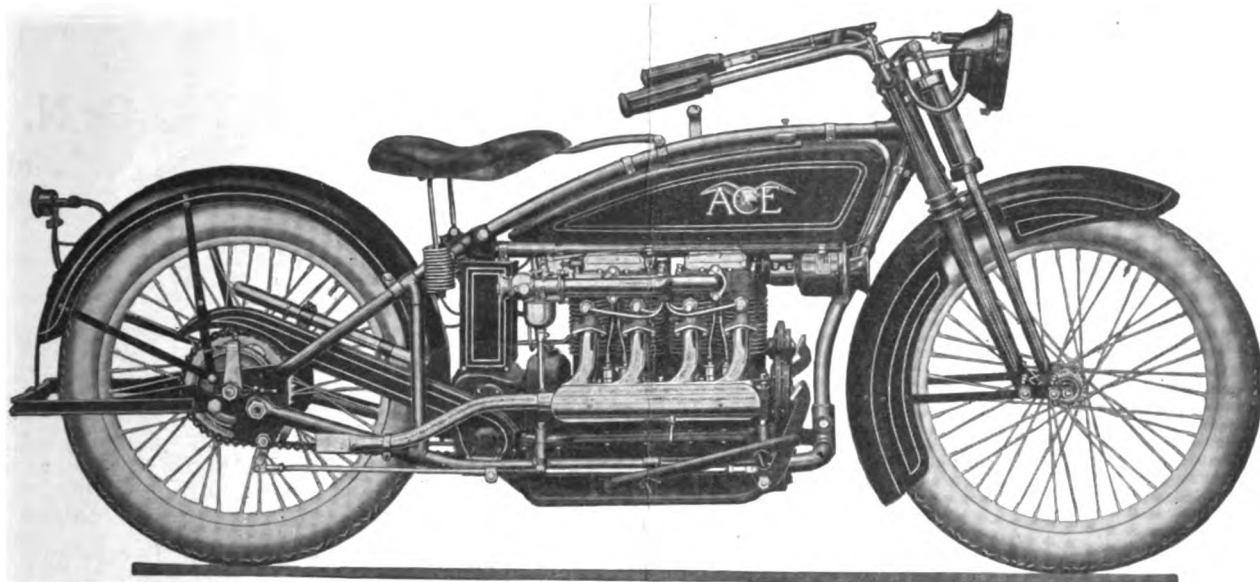
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Are Now in Immediate Demand

Have you secured that Exclusive Agency? A limited amount of territory is still open. Write us at once for 1922 VICTOR catalog and agency proposition.

We Are Willing to Distribute Through You Exclusively

The Old Reliable "HARTFORD" Bicycle Tires

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Specially Attractive Agency Proposition.

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Jobbers of all Dependable Bicycle Merchandise.

New York, N. Y.

Motorcycle & Bicycle ILLUSTRATED

America's Greatest Cycling Magazine



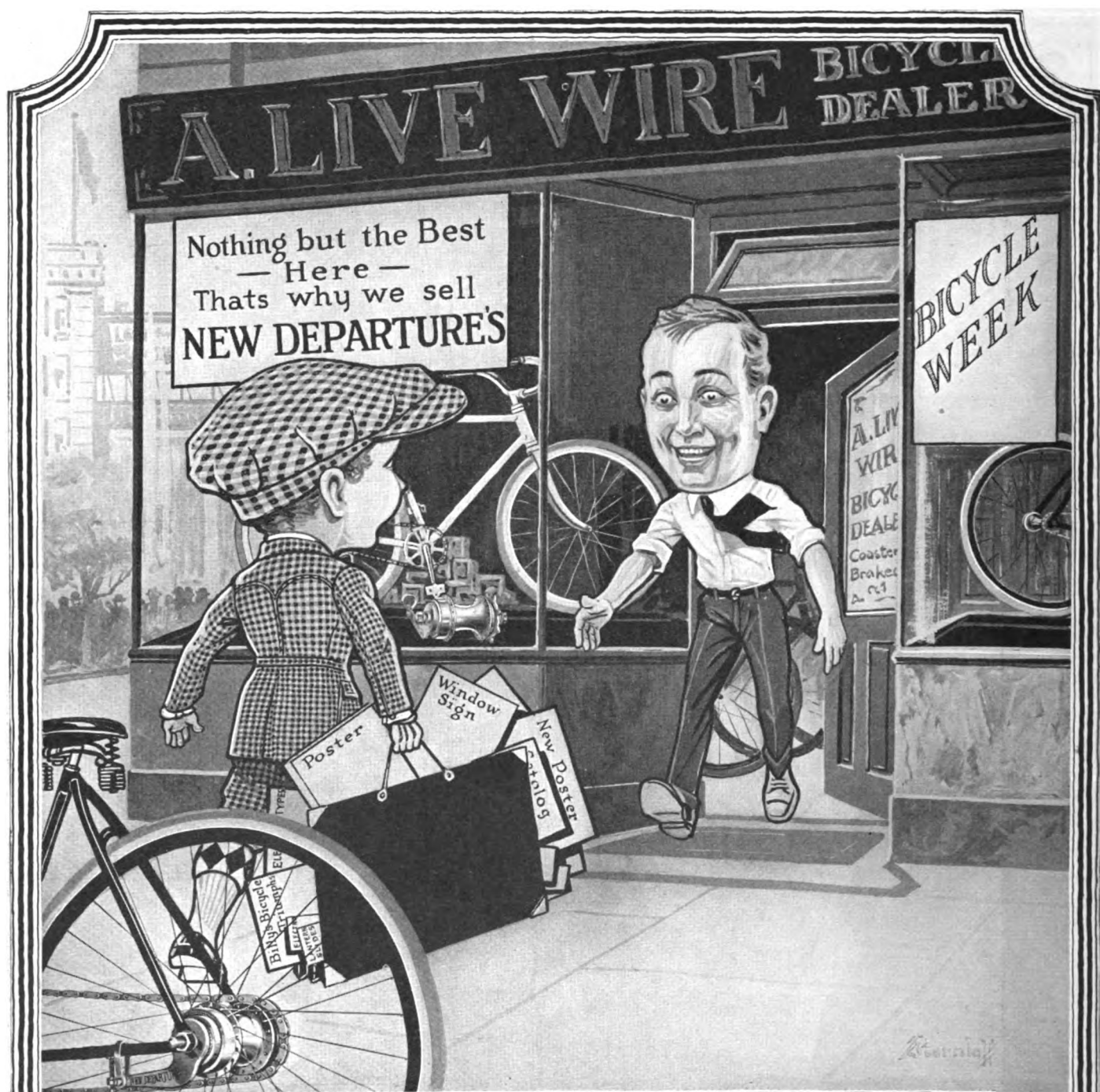
Almost Warm Enough for a Swim

FIFTEEN CENTS

NEW YORK

APRIL 13, 1922

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His Smile Tells The Story

Yes, it is the old-time smile and for an old-time reason—the worst is over and business coming back.

The fellow who puts pep into his plan for going after sales Bicycle Week will continue to smile. We like to work with smiling folks. We try hard to make our work fit right in with others. In the course of a year we pay artists and printers a lot of money, but we do not mind that so long as we have the fun of helping live-wire dealers to boost their business.

Incidentally, it is a lot of fun to know that the New Departure coaster brake is worth the best we can say of it, and any dealer who specifies it and uses it in his repair work is sure to smile over the satisfaction of pleasing his customers.

Is there anything we can do for you in your planning for Bicycle Week? We are ready to place ourselves at your service.

THE NEW DEPARTURE MANUFACTURING CO.

BRISTOL, CONNECTICUT

Motorcycle & Bicycle ILLUSTRATED

Vol. 18

April 13, 1922

No. 15

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The Perfect All-Weather Garment

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or Hooks.
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For Muddy Roads—

Rubber-All Cycle-Suits are made of olive-tan cloth which does not show mud. When mud is dry, can be shaken off without leaving stains.

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RUBBER-ALL PRODUCTS CO., NEW YORK, U. S. A.

NATIONAL BICYCLE WEEK

April 29—May 6, Inclusive

The Cycle Trades of America, Inc., has set the machinery in motion to make National Bicycle Week this year the biggest and most successful event of its kind in the history of the bicycle industry.

Contracts covering generous advertising in more than 450 newspapers in all sections of the country have been placed, the total circulation of these papers being in excess of fourteen million.

YOUR territory will be comprehensively covered, and it is urged that you be in readiness for the resultant demand for bicycles by placing your order with your manufacturer or jobber **AT ONCE.**

The time is short, but prompt placing of orders will insure delivery in time to enable you to make a good showing and do a profitable business during

NATIONAL BICYCLE WEEK

April 29—May 6, Inclusive

For assurance of prompt attention to your wants, mention **Motorcycle and Bicycle Illustrated**



Motorcycle & Bicycle ILLUSTRATED



VOLUME 18

New York, April 13, 1922

NUMBER 15

Bicycle Tariff Increased and Motorcycle Reduced

AN INCREASE of 15 per cent. in the rate on bicycles and a reduction of five per cent. in the rate on motorcycles were the only changes made by the Senate Finance Committee in those paragraphs of the House tariff bill applying to the bicycle and motorcycle trade. The committee retained the 10 per cent. duty provided for tires, but increased the duty on bicycles to 45 per cent. ad valorem and included motorcycles with automobiles, dutiable at 25 per cent.

Following is a comparison, in tabular form, of the rates on bicycles, motorcycles and tires in the Senate and House bills and the tariff acts of 1909 and 1913:

Senate Bill

Par. 371. Bicycles and parts thereof, not including tires, 45 per cent. ad valorem.

Par. 1437. Automobile, motorcycle and bicycle tires composed wholly or in chief value of rubber, 10 per cent. ad valorem.

Par. 369. Automobiles, automobile bodies, automobile chassis, motorcycles, and parts of the foregoing, not including tires, all of the foregoing, whether finished or unfinished, 25 per cent. ad valorem.

Act of 1909

Par. 141. Bicycles and motorcycles, and finished parts of any of the foregoing, not including tires, 45 per cent. ad valorem.

Par. 463. Manufactures of India rubber, or of which it is the component material of chief value, not specially provided for in this section, 35 per cent. ad valorem.

Motorcycles included in Par. 141.

House Bill

Par. 371. Bicycles, motorcycles, and finished parts of bicycles and motorcycles, 30 per cent. ad valorem.

Par. 1437. Automobile and bicycle tires composed wholly or in chief value of rubber, 10 per cent. ad valorem.

Motorcycles included in Par. 371 of the House Bill.

Act of 1913

Par. 120. Bicycles, motorcycles, and finished parts thereof, not including tires, 25 per cent. ad valorem.

Par. 368. Manufactures of India rubber or gutta-percha not specially provided for in this section, 10 per cent. ad valorem.

Motorcycles included in Par. 120.

All ad valorem rates in the Senate draft of the bill will be based on the foreign value or the export value of the goods sought to be imported into the United States, whichever is higher. In the event that the foreign value or the export value can not be ascertained to the satisfaction of the appraising officers, or if the merchandise is not freely offered for sale in usual wholesale quantities in the open market of the country of exportation to all purchasers, then the United States value of such merchandise is to be taken as a basis for the assessment of customs duties.

The foreign value of imported merchandise, as well as the export value, will be the price at the time of exportation to the United States, and the latter must also contain the amount of any export tax imposed by the country of exportation on merchandise exported to the United States.

The United States value of imported merchandise will be the price of such merchandise sold in the usual wholesale quantities in the ordinary course of trade, with allowance made for duty, cost of transportation and insurance, and other necessary expenses from the place of shipment to the place of delivery, a six per cent. commission, or profits not to exceed eight per cent.; and a reasonable allowance for general expenses, not to exceed eight per cent. on purchased goods, and including the cost of all containers and coverings and all other costs, charges and expenses incident to placing the merchandise in condition packed ready for delivery.

In the new bill the President is given very wide powers, although his authority over imports and exports will not be as great as they would have been under the provisions of the bill as it was passed by the House. The Senate Finance Committee has rejected the American valuation

plan, as agreed on in the lower branch, yet it is provided in the bill that under certain conditions the President may proclaim American valuation with respect to any particular commodity or commodities.

If, after investigation, the President finds that conditions exist in foreign countries that will enable those countries to produce goods at a price below the price at which they can be made in the United States, plus the duty, he will have the power, first, to increase the rate of duty provided in the act, or, second, if the investigation develops the fact that an increase of 50 per cent. on the foreign valuation under the above clause is insufficient to equalize conditions he can, by proclamation, transfer the foreign valuation to the American selling price—the value in the principal markets of the United States as by law provided for any similar competitive article manufactured or produced in the United States. The rate provided in connection with the above may be increased to the extent of 50 per cent. over the rates provided in the new bill.

The President will also have authority to decrease rates to the extent of 50 per cent. or change the classification in the event that it is found that the best interests of the Government would be served by such action. Authority is also given the President to change the classification of any article. That means not only the transfer from the foreign valuation plan to the American valuation plan, that if there is any particular item on the free list that can be reclassified and placed on the dutiable list that action will be permissible.

The House bill contained bargaining tariff provisions, but these have been stricken out by the finance committee. However, there are provisions for retaliation where there is discrimination against our commerce.

WITH THE PUBLISHERS

DO YOU KNOW HOW TO ANALYZE

D your territory to get maximum sales results? How to get the help and co-operation of bicycle and motorcycle riders? What constitutes a satisfied rider and how to keep him that way? How to determine whether you are carrying too little or too much stock?

How to figure your rate of turnover, your overhead cost, the percentage of profit you must have? How to figure cash discounts and how to determine your fixed expenses? How to sell used machines at a profit and at the same time make them bargains for the buyers?

How to get a line on possible buyers of used machines and the pitfalls in selling used machines? How to use the four "C's" of merchandising juvenile vehicles to the best advantage? How to dress your windows to get the best results, and the best way to keep the glass clean and shiny? How to convince a prospective buyer that he will save time and money by riding a bicycle instead of a street car? How to organize a motorcycle or bicycle club and get the

benefit of the publicity and good will club activities create? How to draft a series of "follow-up" letters and how to get the largest returns from their use? How to organize a "motorcycle day" and get everyone in your town talking and thinking about motorcycles? How to get the most out of Bicycle week?

How to couple up with the activities of your local Chamber of Commerce or Business Men's Association and what it will mean to your business? How dealers in other cities have solved their collection problems? How to arouse the interest of the school children of your community in bicycle riding and attract them to your store to get their bicycles? How to arrange your advertising in the local newspapers to get the best returns?

Motorcycle & Bicycle
ILLUSTRATED

ISSUE OF APRIL 20

will
tell
you



Little Journeys in the Cycle Field

By W. H. Parsons

No. 4

SAY," said F. M. a few days after we had got back from our little journey up in Massachusetts, "I've kinda got the traveling fever. Besides, I don't like the look of that desk anyway" and he poked a tentative finger into a mass of mail the stenographer had just opened and piled in front of him. "What's the matter" he continued, "with passing the buck to some of our hustling staff and following the advice of one of our predecessors in the journalistic field. Let's go West, even as far as Chicago and Milwaukee."

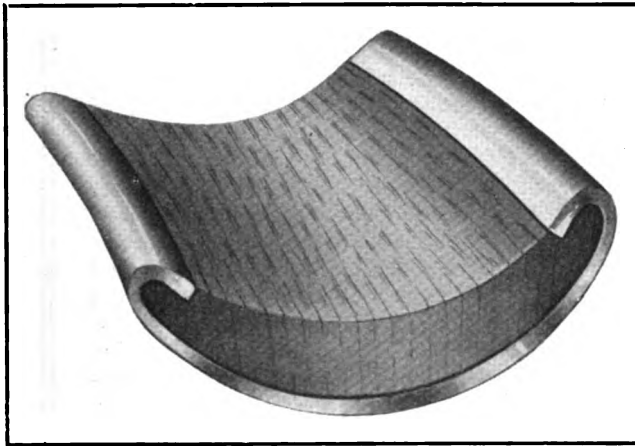
"That's all right," I agreed, "but why give the railroad our money all in one bunch? Can't we loaf along easy, stopping for a visit here and there along the line. One night at a time is enough in the sleeper anyway."

"Correct," said F. M. "Bill Nye, Mr. Dooley, or whoever it was that said that when he felt like taking a ride in a sleeping car, he stuck a cinder in his eye, climbed on the closet shelf and threw \$5 out the window, certainly knew what he was talking about."

That being agreed on, it was up to me to do some mathematics with the time table. The first answer I got was Utica, N. Y. That's where genial Dan Wetzel holds forth when he's at home. "When he's at home is right, for if you want to see Dan Wetzel in his own office you had better let him know a week in advance that you are coming. This is a pretty big country for one man to cover and Dan is a good big man, but even at that, he has to spread himself out rather thin to make it, especially as besides being sales manager for the Williams Steel Wheel & Rim Co., he functions as a member of the board of directors and vice-president of the Motorcycle and Allied Trades Association, and takes his honors seriously. He never misses a meeting of the board and puts in a lot of time besides in activities for the common good of the industry.

We took a chance on catching him at home and missed out for when we walked into the office out on Pleasant Street, we were told that Mr. Wetzel was not in town. However, President C. B. Williams was, and he invited us into his office for a little chat. He told us an interesting incident connected with the incorporation of the company. It seems that when the company was organized in 1917, they were casting about for a suitable name to have engraved on the stock certificates as well as an attractive design for the cer-

tificate themselves among the samples of certificates submitted to them was one made up for The Williams Steel Wheel and Rim Co., the name having been selected at random by the lithographer. "We were in a hurry to get the red tape over with and get down to business," said Mr. Williams, "and while we had no intention of making steel wheels, the firm name on the certificate was suitable and we could see no objection to the steel wheel part of it for, of course, wheels and rims go together. We could get immediate delivery on these certificates so decided to take that name for our company and get going. Some day we may



The popular wood lined bicycle rim

want to branch out into the wheel business and if we do, the name will fit."

So now, you who have wondered about the steel wheel part of the company name know how it came about.

F. M. said he would like to see how rims were made, which saved me from admitting that I had never been through the factory, and Mr. Williams very kindly offered to take us through the plant.

The first thing we discovered was that the flat strips of steel from which the rims are rolled, get a bath before they start on their journey through the various machines. The steel when it comes from the mill is covered with a sort of rough scale left by the rollers through which it passes after it comes from the furnaces. As the rims must be perfectly smooth and clean, this scale is removed in a big tank of acid. Then the strips go through one machine after another, each bringing them closer to the finished rim. The first bends the flat strip into a flat hoop. Next the ends of the hoop are welded together so neatly that it is hard to find the joint. Another machine starts a change in the shape from a flat hoop to a grooved one,

another machine carries this process farther and rolls over the edge to hold the tire if it happens to be a motorcycle. If it is a bicycle rim, this operation is omitted.

One of the most interesting things we saw was the putting of the wood linings onto the new combination steel and wood bicycle rim with which the Williams company is making such a hit. Mr. Williams told us that this new rim had become so popular, that the bulk of the bicycle rims turned out were of the combination type. The last process is the boring of the holes for the spokes, except in such rims as are enameled. Many motorcycle and bicycle manufacturers, however, enamel their own rims, but the Williams company is prepared to furnish them enameled any color if the purchases so specifies.

As we came back into the office we heard a long blast from the horn of the taxi which we had left waiting outside. We had told the driver that we would tell him whether to wait for us after we found out who was home but had forgotten about it and he was getting impatient. It's a long ways from down town out to the factory and we didn't want to walk back, so we said good bye to Mr. Williams, left our good wishes for Mr. Wetzel and came away convinced that there's a lot more to a

cycle rim than a mere piece of steel. "Next stop is Syracuse," I said, and told the driver to land us at the depot. "Guess again," said F. M., "I'm out of cigars. Next stop is at the cigar stand."

We hit a train with a diner and landed in Syracuse good natured and with a rosy outlook on things in general.

"A little exercise won't hurt, after that fancy luncheon you made me pay for," said F. M. "How far is it out to the Ner-A-Car factory?" "Only a few blocks," I replied. "All right, let me get a cigar and then we'll hike," he said. After checking our grips at the parcel room, we started out. I had been there before and knew it was quite a jaunt, but we had the afternoon ahead of us and F. M. has been getting fat from close confinement to the office for the past year and I thought the walk would do no harm, and besides, I wanted to get even for that crack about the lunch. He ate just as much as I did.

We walked about a mile and F. M. wanted to know how much farther it was. "A little exercise is a little exercise," he said, but I'm no Weston." The factory was in sight and I pointed it out. We



J. ALLAN SMITH, President of the Ner-A-Car Corporation, of Syracuse, N. Y., was born, June 10, 1872, at Willoughby, Ohio. After the completion of his collegiate course he took a student's course at the Westinghouse Electric and Manufacturing Company, at East Pittsburgh, Pa., from 1895 to 1897. His first occupation was with the Fort Wayne Electric Corporation, in 1897, as salesman in Ohio. He next went to Wooster, Ohio, where he constructed and operated the new plant of the Wooster Electric Light Company, of that city, for one year, returning to the Fort Wayne Electric Works as Manager of the New England territory in the summer of 1899 till the spring of 1907, with headquarters at Boston, Mass. From there he went with the General Electric Company, and was transferred to New York. In May, 1909, he was made Vice-President and General Manager of the United States Light and Heat Corporation of Niagara Falls, N. Y., and was elected President of the corporation in 1913, which position he resigned to become President of the Ner-A-Car Corporation in January, 1921. In the spring of 1918 Mr. Smith was chosen Vice-President and General Manager of the New Process Gear Corporation of Syracuse, N. Y. In the fall of 1918 he was elected its President, which position he also resigned in January of 1921. He is also a Director and Vice-President of the Vapor Car Heating Company, and Director of the Vapor Car Heating Company, Ltd., Montreal, P. Q.

found President J. Allan Smith, studying over some blue prints of some of the stampings that go into the youngest baby in the American motorcycle family.

"You see," he explained, "with a job

that is as classy as ours, everything has to be just right. We have had a little trouble in convincing some of the people who are manufacturing different parts for us that we are just as particular about the appearance of the Neracar as we are about its performance, but now they are coming along the way we want them to."

The Neracar, you spell the name of the company with hyphens, but the name of the machine without, is largely an assembly job, many of the component parts being made in other factories and brought to Syracuse for final assembly. President Smith says this plan of manufacture makes both for economy and speed in manufacture, and a glance at the short biographical sketch of him which accompanies this article will convince almost anyone that he has had sufficient experience to qualify him to give an expert opinion.

The Ner-A-Car Corp. has a well-equipped, four story building, efficiently laid out, and a well organized force both in the offices and the mechanical departments. When we were there, production was just getting into full swing, but they were behind on orders, despite the fact that very little sales effort had been made.

"We didn't want to pile up a lot of orders before we were ready to make deliveries," explained the president, "but so many of the dealers who saw the Neracar at the Chicago show, and read about it in *MOTORCYCLE AND BICYCLE ILLUSTRATED*, have insisted on obtaining agencies that they have got almost gotten us into a hole.

"On top of that, young J. Allan, Jr., has been taking an outing, riding a Neracar down through the southern states. Being a born salesman, he can't be satisfied to make it just a vacation trip. In every town he visits, the Neracar attracts attention and just as soon as some one asks him a question, he begins to talk business. Unless he holds his horses a little bit until we get caught up on the orders we already have, I'll just about have to cut his trip short.

"He has covered nearly 3,000 miles now and given the machine a thorough test over all sorts of roads which was really the object of his trip. We are satisfied that it is built right and from now on production will be pushed."

Syracuse is a loyal town. It backs up home industry to the limit. The Ner-A-Car Corp. has had a gratifying demonstration of this. Hardly had the first sample machine appeared on the streets than requests begun to come into the factory from prospective buyers. A few days before we visited the factory, a retail agency was opened down town at 353 East Genesee Street, by L. M. Thorn and President Smith suggested that we step in and look it over before we left town.

"Want to walk back?" asked F.M., and there was a twitch in the corner of his mouth as much as to say, "young fellow, if you think you put anything over on



CHAUNCEY L. LANE, Secretary and Treasurer of the Ner-A-Car Corporation, was born February 10, 1878, at Maysville, Mason County, Ky., son of Dorsey Stockton Lane and Susan (Mannen) Lane.

Before five years of age his parents had moved to New York City, and he was raised there, attending the public schools.

His first business experience covered nearly four years in the steamship and import and export line; then serving fourteen years with the Safety Car Heating and Lighting Company of New York, which concern applied Pintsch Gas Lighting on nearly all steam railway cars in the United States. With this concern he worked up to a position of assistant to Vice-President.

When the system of lighting steam railway cars by electricity became more popular he decided, in 1910, to accept a position in the executive offices of the U. S. Light and Heating Company of New York and Niagara Falls, and alternately assisted in the offices of the Vice-President and President. In 1914 the company moved its executive offices to Niagara Falls, N. Y.; and Lane, in 1916, was appointed Vice-President and General Manager of its affairs, and served in that capacity until February 7, 1921, when he became associated with Mr. J. Allan Smith in the Ner-A-Car Corporation enterprise.

me by walking me out here I'll show you a clean pair of heels on the way back."

I knew I was up against it, for he packed a grip a good many years and can cover a lot of territory in double quick time when he sets out to do it, but it would never do to suggest that the street cars ran right by the door, so we shook hands, F. M. lit one of Smith's perfectos and we were off. He had me puffing some, but I managed to keep within hailing distance.

The new store, we found to be one of the most attractive motorcycle agencies I have ever seen. It had "class" written



The Ner-a-Car Corporation factory at Syracuse, N. Y.

all over it. The window was dressed with just one Neracar, black and shiny, against an orange background. On the sales floor another occupied the place of honor in the center of a big rug. To one side was a comfortable setttee where you could sit and look it over while the salesman told its fine points. Over in the corner, was a shiny, flat top desk and

some more comfortable chairs. That was absolutely all. Nothing to distract your attention from the Neracar and the arguments of the salesman in its behalf. We didn't tell him that we were trade paper men. We let him think we were prospects and asked a lot of questions, but we didn't succeed in asking any he couldn't answer. I predict success for that agency.

When he got to the point of asking us to sign on the dotted line, we had to disclose our identity. He laughed and said it was good practice anyway, and invited us to call every time we came to town. We surely will, for I intend to watch the progress of that store. It will be worth while.

(To be continued.)

Clymer Lives *up to* His Name

Denver Boy Enacts Stellar Role in Capistrano Classic - Only Rider to Go over the Top.

A RECORD crowd of over 30,000 people witnessed the seventh annual Capistrano Hill Climb conducted by the Orange Motorcycle Club at Los Angeles, Sunday, April 9. Perfect weather and more brilliant riding than ever seen on the famed slope aided in the success of the event, and helped to satisfy the fans, who came out by motorcycle, bicycle, trains and automobiles, there being nearly 4,000 cars at the climb. It proved to be a gala day for the Coast club and Coast motorcyclists.

Floyd Clymer, Indian mounted, was the star of the climb, Floyd winning in the 37-expert class and going over the top in the 61-expert class, he being the only one to top the hill. Clymer, by the way, also broke the five-year chain of Excelsior wins in stock class and he can also claim additional glory by being the first over the top with a stock machine equipped with skid chains in the history of the Capistrano classic.

The Excelsior camp captured five places during the day. Wells Bennett gathered in the laurels in the 80-inch free-for-all by doing 374 feet. He also took second to Clymer in the 61-class event. Two third places and a fourth also were credited to Ex riders, Ed Ryan and O. Heaton doing the piloting. The Harley-Davidson gathered in one first, the novice 37 class, G. Duncan doing the climbing. The Milwaukee clan also had two seconds and a third.

Dudley Perkins was good, but the holes in the course made the going very difficult and he could not conquer the steep incline. The Excelsiors were very fast. Indian entries in the classic predominated two to one.

Thirty-seven Novice—Won by G. Duncan, Harley-Davidson, 274.3 feet; second, R. G. Peck, Indian, 254.1 feet; third, W. Guyette, Harley-Davidson, 251.1 feet; fourth, K. Huslon, Indian, 250.4 feet.

Thirty-seven Expert—Won by Floyd Clymer, Indian, 301.8 feet; second, Hap Scherer, Harley-Davidson, 276 feet; third, D. Dorsten, Indian, 272.4 feet; fourth, R. G. Peck, Indian, 265.6 feet.

Sixty-one Expert—Won by Clymer, Indian, over

top in 20 4/5 seconds; second, Wells Bennett, Excelsior, 388.5 feet; third, Ed Ryan, Excelsior, 362.4 feet; fourth, Ralph Hepburn, Indian, 354.3 feet.

Eighty Free-for-All—Won by Wells Bennett, Excelsior, 374 feet; second, Dudley Perkins, Harley-Davidson, 369.5; third, O. Heaton, Excelsior, 362.4 feet; fourth, Ed Ryan, Excelsior, 355.5 feet.

The winner's equipment so far as obtainable was as follows:

Duncan: U. S. Traxion tires, Bosch magneto, Reflex spark plugs, Schebler carburetor and Duckworth chains.

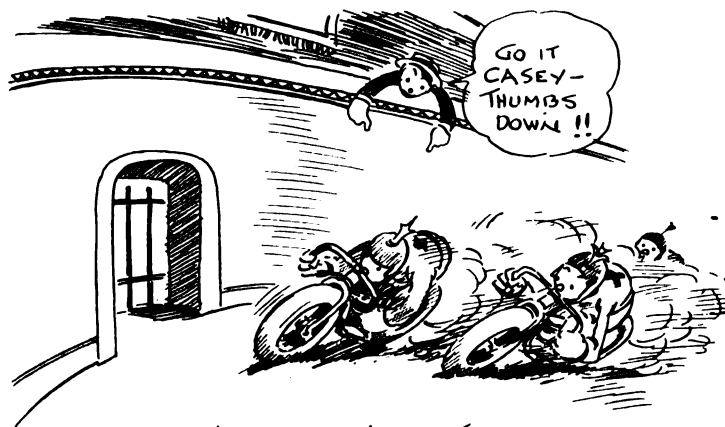
Clymer: Firestone tires, Carter carburetor, Spitdorf plugs Bosch magneto and Diamond chains.

Bennet: U. S. Traxion tires, Schebler carburetor, Champion plugs, Berling magneto, Duckworth chains.

C. R. C. A. RACE BLANKS READY

Entry blanks are now ready for the big Association Handicap, a 25-mile cycle race, to be conducted by the Century Road Club Association on May 14. The course over which the event will be run is that at Ocean Parkway, Brooklyn.

WEEKLY WHIRL of WHEELS



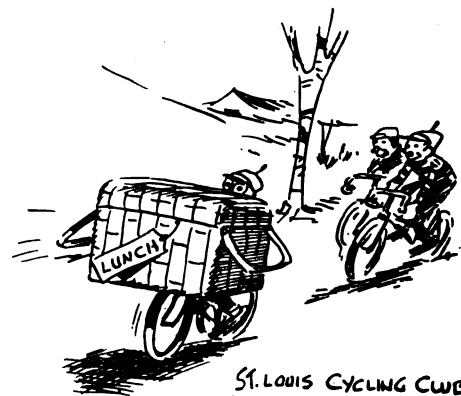
AFTER 700 YEARS THE IRISH OLYMPIC GAMES ARE TO BE REVIVED WITH MOTORCYCLE RACES REPLACING CHARIOT RACES



PASSING ANOTHER MILESTONE, PRES. IGNAZ SCHWINN OF THE EXCELSIOR MOTOR MFG. & SUPPLY FINDS A HUGE DOQUET ON HIS DESK WHICH HE FORTHWITH DIVIDES AMONG THE GIRLS IN THE BUSINESS OFFICE



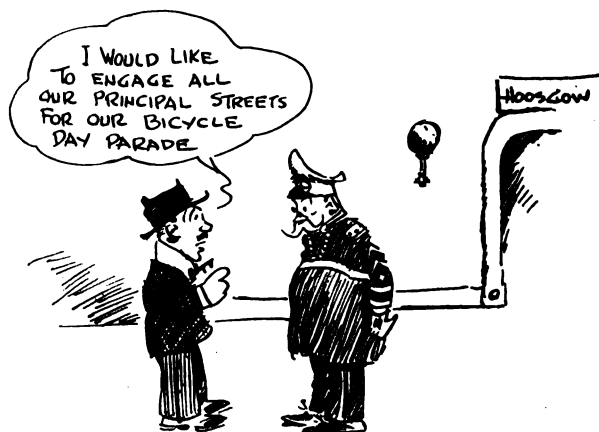
TOLEDO DEALERS PLAN TO COMBINE ALL GYPSY TOURS WITHIN A RADIUS OF 100 MILES OF CEDAR POINT ON JUNE 17



ST. LOUIS CYCLING CLUB STAGED ITS FIRST RUN OF '22 ON APRIL 2



SERES AND AERTS WIN THE PARIS SIX-DAY RACE AND A TON OF FRANCS



AH YES. DEALERS ARE PREPARING FOR NATIONAL BICYCLE WEEK

HOWARD FREEMAN

Chicago Cycle Supply Co. Moves Into New Home

Buys New Five-Story Building at Nos. 5 and 7 West Austin Ave. (at North State Street) Which They Will Occupy in Its Entirety

CONSTANT growth and a desire to be prepared to serve the dealers better than ever before are the paramount reasons for the acquisition of the new commodious quarters of the Chicago Cycle Supply Co., at 5-7 West Austin avenue, Chicago, Ill. The space occupied in their former location became inadequate for the demands of their business, and in the past it was necessary for them to rent several floors of warehouse space in other quarters for reserve stock. The new building, which, counting the basement, gives them six floors, enables them to carry all of their stock and conduct their entire business under one roof, with excellent facilities for handling and shipping orders.

The floor arrangement, as planned by the company are as follows:

The basement, which affords practically as much space as the upper floors, has a cemented floor and is cool and dry. In this ideal place will be kept the stock of tires, cements, tire tape, etc. In order to eliminate all possible dust and dirt the company has installed an oil-burning heating system. This does away entirely with the use of coal and the handling of ashes in the basement and makes it possible to keep the tires and other stock in a nice, clean condition.

The first floor will be devoted to the city sales counters and order filling department, the bins and racks for open stock being conveniently arranged for filling orders with the greatest possible speed.

The general offices are located on the second floor in the front, the rear half being occupied by the packing and shipping departments.

On the third floor is located the bicycle department. It is here that all bicycles are removed from the crates in which they are received from the factories, carefully gone over, aligned, and all necessary adjustments made so that they will leave the place in first-class condition. It is here also that all wheels are built up for use in the bicycles and to be shipped out on customers' orders. A sufficient working stock of bicycles is maintained on this floor to fill orders promptly as received.

On the fourth floor the receiving room is located in the rear, the balance of the

floor being maintained for reserve stock.

The fifth floor is used entirely for reserve stock.

Not alone does this new arrangement make it possible to expedite the handling of their customers' orders, but it frees the company from the necessity of paying high rents and in other ways materially

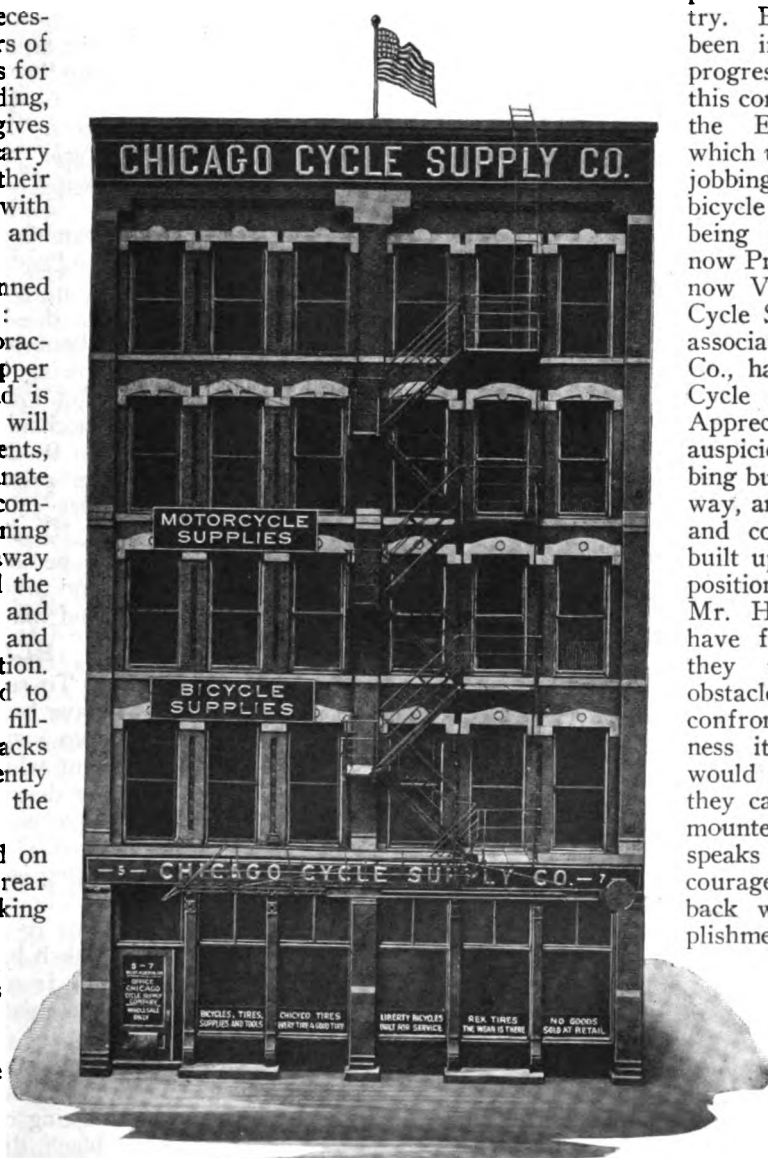
Chicago, will also find it conveniently near the "Loop" district where the principal hotels and large retail stores are located.

A Review of the Past

We feel sure our readers will be interested in a brief review of the history of this company which has become so important a factor in the Cycle Industry. Even the casual observer has been interested to note the steady progress and consistent growth of this company. In the Spring of 1911 the Excelsior Supply Company, which up to that time was the largest jobbing concern of motorcycle and bicycle supplies in the country, was being liquidated. H. P. Hansen, now President, and C. J. McCormick, now Vice-President, of the Chicago Cycle Supply Co., were at that time associated with the Excelsior Supply Co., having been affiliated with the Cycle Industry since its inception. Appreciating that this was an auspicious time to launch a new jobbing business, they began in a modest way, and, by fair and square dealing and constant application, gradually built up the business to the enviable position it occupies today. Could Mr. Hansen and Mr. McCormick have foreseen the great difficulties they would encounter and the obstacles with which they would be confronted in building up this business it is quite probable it never would have been undertaken. That they carried on despite all and surmounted each obstruction as it arose speaks well for their tenacity and courage, and they can now well look back with pride upon the accomplishments of the past. Among

other things, a disastrous fire, in February, 1916, wiped out their offices and a large portion of their stock at a most inopportune time of the year, as the season was just beginning to open. Discouraging as this seemed for

the moment, even from disaster seemed to spring good fortune, for within a few days they had consummated a deal with a competitor, Excelsior General Supplies Company, whereby they purchased their entire business with offices complete and sufficient stock to continue their business almost without interruption.



reduces overhead expenses, which saving will be reflected in prices to the trade.

The new home of Chicyc is more easily accessible to dealers in all parts of Chicago than the former location, being situated just one door West of North State Street, two blocks North of the River. Out of town dealers, visiting in

In the fall of 1915, David A. McNeill, a lifelong friend of Mr. Hansen, joined the company in the capacity of Secretary and Treasurer and took over the duties of credit man and office manager. This valuable addition to the company's official staff gave Mr. Hansen more time to devote to the buying, selling and other branches of the business requiring his personal attention.

In buying, as well as in selling, Mr. Hansen has in mind the dealers' interests, and it is the policy of the Company to keep on hand a complete stock of such goods as the dealer needs and on which he can make a legitimate profit. They conduct an exclusive jobbing business with dealers only and do not sell at retail.

The trade mark "Chicyco" was adopted by the Company soon after its organization and has been made synonymous with quality and service. This trade mark is used on their brands of bicycle tires, on bicycle name plates, and on other high-class merchandise sold by them.

The Company is well represented throughout the country by its staff of wide-awake traveling men. "Bill" Ash is well known to the dealers through the far West and Southwest territory, which he covers; "Ezra" Kendall needs no introduction to dealers in Indiana and a part of Kentucky; Charlie Mearns keeps in close touch with the trade in Michigan, Northern Ohio and Western Pennsylvania; dealers in Chicago and adjacent towns look for C. J. McCormick most any time of the day or night; Joe Badgley also calls on dealers in Chicago; Henry George Samuelson calls on dealers in Central and Southern Illinois and some cities in Missouri and Kentucky; "Vic" Sandeen is always a welcome visitor in the stores of dealers in the Southern States; E. B. Steffen covers the State of Wisconsin and the Northern border of Illinois; Albert Stockholm represents Chicyco in Iowa, Nebraska, Minnesota, the Dakotas and also Southern Ohio and Northern West Virginia; and Pete Stainbrook, Harry Clausen and Matt Marx serve the dealers in the capacity of house salesmen.

The large patronage enjoyed by Chicyco can be attributed in a measure to the friendly personal feeling existing between the members of the Company and their customers, and to the aggressive methods, integrity and policy of fair dealing. These conditions, coupled with the excellent service rendered to the trade, make business dealings with them mutually pleasant.

Are People Buying Luxuries? Read This!

The following sound advice emanates from the Babson Statistical Organization: "A new twist to your product, or a new way of selling it, may in itself change depression to prosperity for you. The con-

What's New in Your Business?— Tell the Editor

cerns which are making the most money now are those who have jumped out of the old rut and done something spectacular. There is no monopoly on ideas. New specialties are selling today as well as ever. Manufacturers of radio equipment cannot keep up with their orders. The chocolate and ice cream business has received a great stimulus from the invention of chocolate covered ice cream bars.

"A little inventiveness, either in the product or its presentation will make goods sell at any time."

Is the public buying necessities only? It is estimated that there are 600,000 wireless phone receiving sets in use in this country. These have been bought mostly within the last few months, during the so-called "slump." A low average cost per set is \$50. At that rate the American public has spent \$30,000,000 for the wireless hobby.

The offices selling the rights for Eskimo Pie, the new chocolate covered ice cream, get 5 cents for every dozen pies sold. These royalties amount to \$30,000 a day for the inventor and promoter, money made on the sale of a luxury food.

The cycle dealer has the opportunity and the facilities to do the spectacular to attract the public's attention to his business. He has vehicles that are adaptable to novel parade features, to race contests, stunts, etc.

Why not set aside at least one waking hour a day to thinking out new plans for advertising your goods in a more spectacular manner, both in your local newspapers and in your show windows. The successful commander plans each night his maneuvers for the morrow—so does the successful salesman—so does the successful dealer. And conduct that thinking along the lines of newer and more spectacular presentation of your goods in order to attract those classes of people whom you know are buying now. Remember the stupendous success of radio equipment and Eskimo Pie.

N. Y. FEES INCREASED

DESPITE the protests of the motorcycle riders of New York State Governor Miller has signed the bill which increases the license fee from \$2.50 to \$5 for sidecar outfits. The bill was quietly slipped through the Legislature, and it was not until it had passed both houses that it was discovered by the rid-

ers. An effort was made to persuade the Governor to veto the bill but it was backed by the State Tax Commission which more money, and its influence was stronger with the Governor than that of the 27,000 riders in the state.

TEN ERRORS OF SERVICE

THE chief errors of service in the motorcycle and bicycle business consist of the following:

1—Inattention to the prospect and business at hand.

2—Not meeting the customers with a smile, all the while expressing a willingness to serve them.

3—Making jests, side remarks or haggling with a prospect.

4—Showing no interest in the transaction, giving the prospects the impression they do not know what they are talking about.

5—The salesman assuming a bored air, an air of "I don't care if you buy or not."

6—Questioning a man's judgment who says, "I ride a so and so make motorcycle" and you replying, "Oh, that's the worst motorcycle on the market."

7—Not giving the buyer of a tube of patching cement as much consideration and courteous service as the one who buys a motorcycle and an expensive sidecar.

8—Asking a man, "What do you know about repairing a motorcycle?" also, allowing him to see by deeds and actions you know he knows nothing about the mechanical end of the business.

9—Failing to have a repair job done on promised time, thus making a man lose confidence in your establishment.

10—Allowing your helpers to "kid" a person who spends money with you and who will spend more if catered to and made much of.

BLACKENING CYLINDERS

To renew the looks of cylinders which have been rusted or discolored, either of two methods of blackening can be used. But whichever is to be applied, the rust or discoloration must be cleaned off by kerosene, rust-remover, oil or "elbow grease" and sand paper before the blackening is applied.

The first is to use good stove polish. Put it on with the dauber and use the polish brush vigorously. Renew the polish from time to time. But don't make the mistake of using enamel instead of polish, for the enamel is a heat retainer, while the polish is a heat radiator.

The second, which often gives quite a lasting coating, is a preparation of lamp-black, drying oil and gasoline. The lamp black is mixed with the oil and the gasoline is added until a thin liquid is formed. This is brushed on the cylinders. The gasoline will evaporate out and after the motor gets good and warm the drying oil will evaporate, leaving the lamp-black. Seccotine can be used in place of the drying oil, but it will take a longer time to burn off.

No Dealer Support *for* Hill Climbs

Metropolitan Dealers Agree Not to Furnish Machines or Help in Financing Contests.
Will Use Own Judgment on Contributing Prizes

AT a well attended meeting of the Metropolitan District motorcycle dealers Tuesday an agreement was reached by which no support, direct or indirect, will be given riders in hill climb contests, by any of the dealers, except in the matter of donating prizes, which is left to the discretion of the individual dealers. All of the dealers present signed a written agreement to this effect and this agreement will be circulated among those who were not present. It is expected that the agreement will have 100 per cent. support from the dealers of New York and vicinity, for it covers the territory for a radius of 100 miles.

The Agreement is as follows:

"We, the following motorcycle dealers of the Metropolitan district, having in mind the best interests of the sport of motor-cycling, do hereby agree to withhold all support, either direct or indirect, by use of machines, financing or other form of factory support from the date of April 10, 1922, to December 31, 1922, inclusive. This is not to be construed to prevent a dealer from donating merchandising prizes to clubs promoting hill climbs.

It is further agreed that this covers all climbs within a radius of 100 miles from New York.

We, the signers of this agreement, are for it 100 per cent. provided the above agreement is carried out to the full letter and understanding of the words, and we as individuals reserve the right to be our own judges of whether the terms of the above mentioned agreement are violated."

Those who signed Tuesday night were: Walter Koch and William Ruhle of Koch & Ruhle, W. R. Spear, C. A. Bakels, John W. Terhune, George E. Wood, Carl Bush, Alfred R. Child, Calvin R. Webber, Ernest Blauvelt, J. W. H. Campbell, Eugene and Julius Stern, A. Kasof, T. J. Sixsmith, Ernest Boller, Angelo Scala, Amos Shirley, Charles J. Kuntschke, Frank P. Baker, Leo C. Herzig, Sam Bellitte, R. A. Gleisman, Bob Brazenor, Gus Rotholtz, Frank Snook.

The real object of the agreements is to end the practice of the past few years under which certain favored riders were able to obtain specially tuned up machines from the dealers, and in some cases

financial backing. The result was that the ordinary private owner felt that he had little chance in hill climb competition and was discouraged from competition, leaving the contests to the professionals.

It is believed that with the refusal of the dealers to loan machines or give other support to favored riders that is unobtainable by the private owner there will be greater interest among the amateurs, and also that many of the causes of bickering dissension will be removed.

The effort of the Metropolitan dealers to put competition on a strictly private owner basis will be watched with much interest in all parts of the country, and doubtless the example set will be followed in many other localities where the evil of trade interference in what should be strictly a rider activity has long been recognized.

JUDGE SCORES TRICKY SPEED COPS

JURISTS throughout the country are awakening to the fact that cyclists and motorists are simply human beings, subject to the ills of mankind the same as the rest of us, and that violations of the law are NOT always committed with "malice aforethought."

Municipal Judge Robert E. Gentzel, sitting in the Speeders' Court at Chicago, publicly denounced the "sneak methods" of a policeman playing for a record last Thursday.

"Motorcycle policemen lie in wait along attractive boulevards just praying that some motorist or cyclist will exceed the speed limit," said the judge from the bench.

"It is the duty of an officer to prevent misdemeanors; not encourage them for the mere purpose of making arrests. It has always been my opinion that motorcycle policemen should be made to wear a uniform, and get out where they can be seen, and so serve as a warning to those inclined to break the speed laws, and act as an awakener to those who permit their minds to drift.

"They wear citizens' clothes, look as much as they can like the civilian rider, and hence command less respect from violators.

"Moreover, the presence of an officer in uniform on the highways would serve as a warning to speeders, and prevent many of these cases that get into court."

BUFFALO SEASON NEARS END

THE Buffalo indoor season is about at an end. The final meet of the season at the 106th Armory was conducted Friday night, April 7, and but one more meet is to be run, that at the 174th Armory on Saturday night, April 15.

Carl Smith was the star of the 106th Armory races, Smith taking the feature event, the three-mile open, from Elmer Bundt, Ignatius Gronkowski and A. E. Wahl. The other bicycle event, a one-mile repechage handicap, was accounted for by F. G. Seligman, 15 yards, with Ignatius Gronkowski, scratch; W. Ulrich, 85 yards, and John Tanner, 105 yards, finishing as named. The time was 2:10 3/5.

ANDERSON AND PARKHURST

PAUL ANDERSON, who rides a De Luxe Henderson, and Leslie "Red" Parkhurst, who drives a 74 Harley-Davidson, have been making faces at each other for some time, each declaring he could show a clean pair of heels to the other. They got together on Dundee Road near Chicago, last Sunday and had it out. In the twelve trials over the course Anderson was ahead at the finish eleven times. A speed of over 100 miles an hour was announced.

U. S. MACHINES IN BRAZIL

During 1919, 72 motorcycles, valued at \$17,491, were imported into Brazil. Four of these were of British origin and the balance from the United States. In 1920 the total was 123, the value \$153,415, and of that number 106 was from the United States and nine from Great Britain.

When bills, letters, etc., are sent out, there generally is appreciably less weight than a two cent stamp will carry.

Many lines of business can make use of an envelope enclosure announcing special sales, repair service, how to use the product, new prices, etc. It costs nothing to include such material and, if the enclosure is well written and artistically designed, it is a decided sales help.

Of course, enclosures can be overdone. Seldom should more than one be used, and it should have a definite sales message that is as concise as possible.



The boys had a grandstand view at the Worcester hill climb last year and already have seats reserved for this year

A Novel Secret Time Run

Riders Have Different Schedule Between Each Check and No Two Have Same Schedule

THE annual "Trophy Run" of the Providence Motorcycle Club, a secret schedule road contest, over a circuitous course starting and finishing at Providence, will be held on April 16. The method of determining the schedule on which contestant shall ride, and of checking up the scores is so ingenious that an explanation of the plan should prove interesting to other clubs planning similar events. It was devised by B. A. Swenson, who is the daddy and "Dutch uncle" of the Providence club, which makes its headquarters at his store.

To begin with, no two riders have the same schedule. The route is from Providence to Washington, 14 miles, to Hope Valley, 18 miles, to Westerly, 14 miles, to Wakefield, 22 miles, to East Greenwich, 20 miles; to Conimicut, 7 miles to Providence, 7 miles; a total of 102 miles for the circuit.

Unlike most secret time runs the schedule that each rider has is different between each check, and no two riders are likely to have the same schedule between any two checks. Thus, instead of everyone finding at the end of the run that they were supposed to ride the entire circuit at 20 or 22 or 18 miles per hour as the drawing might determine, one rider discovers that he should have ridden between the first and second checks at 19 miles per hour and between the next two at 18 miles, and the lap at 17 miles and so on, and another rider finds that his schedule between these same checks should have been something entirely different. The

only sure thing the riders have to judge their speed by is that in no case is the schedule less than 15 miles or over 25 miles per hour.

Now this may seem complicated, but the way Swenson has worked it out it is very simple.

First the number of seconds it takes to travel a mile at any speed between 15 and 25 miles per hour, inclusive, is figured and set down in a table like the following:

Miles per hour	Seconds per mile
15	240
16	225
17	212
18	200
19	189
20	180
21	172
22	164
23	156
24	150
25	140

Next a table is made showing the number of minutes and hours it will take to travel between any of the checking points at the different speeds from 15 to 25 miles per hour. As there are five different distances the table looks like this:

Speed	14 mi.	18 mi.	22 mi.	20 mi.	7 mi.
15	.56	1.12	1.28	1.20	.28
16	.53	1.07	1.22	1.13	.26
17	.49	1.03	1.17	1.10	.24
18	.46	.80	1.13	1.06	.23
19	.44	.56	1.09	1.03	.22
20	.42	.54	1.06	.60	.21
21	.40	.51	1.03	.57	.20
22	.39	.49	.60	.54	.19
23	.36	.46	.57	.52	.18
24	.35	.45	.55	.50	.17
25	.32	.42	.51	.46	.16

Next comes the arranging of the riding schedules, as many different schedules being arranged as there are entries in the run.

First a number of cards are typewritten as follows:

Providence
to
Washington
to
Hope Valley
to
Westerly
to
Wakefield
to
E. Greenwich
to
Conimicut
to
Providence

Then the numbers from 15 to 25 are placed in a hat and shaken up and there is a drawing: Suppose that No. 19 is the first drawn. That is the schedule between Providence and Washington for the first card to be filled out. Referring to the distance on the route sheet we find that it is 14 miles from Providence to Washington. Therefore the rider who gets this card will, to get a perfect score, have to ride from Providence to Washington in 44 minutes, that being the time it takes to go 14 miles at 19 miles per hour. The figures 44 are written in red ink opposite the "to" between Providence and Washington and the slip bearing the figure 19 is replaced in the hat so that at all times there is a complete set of figures in the hat before one is drawn out. This process is repeated until a riding schedule

has been obtained for each lap of the route and the time card then looks something like this:

Providence
to :44
Washington
to 1:12
Hope Valley
to :49
Westerly
to 1:18
Wakefield
to 1:07
E. Greenwich
to :26
Conimicut
to :26
Providence

Which means that the rider who gets this card will have to ride from Providence to Washington in 44 minutes, to Hope Valley in 1 hour and 12 minutes, to Westerly in 49 minutes, to Wakefield in 1 hour and 18 minutes, to E. Greenwich in 1 hour and 7 minutes, to Conimicut in 26 minutes and on to Providence in 26 more minutes. His score will depend on how close he rides to this schedule, one point being charged against him for each minute he is behind or ahead of schedule at each checking point. The rider having the fewest points against him at the finish is declared the winner.

After enough schedule cards have been filled out to provide one for each of the riders entered in the run, each is placed in an envelope and sealed and the envelopes are shuffled. Then they are numbered from one up, as far as they may go. Then each contestant draws an envelope but does not open it. A record is made of the number each rider draws like this:

No. 1—John Jones. No. 2—Jim Smith; and so on.

The envelopes are then paced in the custody of the referee and clerk.

No. 1 starts from Providence at a fixed time and No. 2 starts one minute later and so on until all have started. After that they use their own judgment as to the speed with which they travel.

The final score is arrived at from a tally sheet made up in the presence of such of the contestants as choose to watch the proceeding.

All of the checking sheets are collected. These sheets show the exact time that each rider arrived at each checking point. Then the tally sheet below is compiled.



A bit of Florida scenery on the Jacksonville road

We will assume that the riding card shown in this story is drawn by John Jones and is No. 1. Then we assume that he starts from Providence at 9:30 exactly. He has 44 minutes to ride to Washington—and that figure is placed in the square marked "card time." Starting at Providence at 9:30 he should arrive at Washington at 10:14 if he rides exactly on his secret schedule. But the checking sheet at Washington shows he actually arrived there at 10:20, so he actually took 50 minutes to cover the distance. The figure 50 is placed in the square marked score. The difference between 44 and 50 is six. This is the number of points he is penalized and 6 is placed in the square marked "difference." His next stop is at Hope Valley and according to his card he has to make it in 1 hour and 12 minutes. His time is figured from his checking time at Washington which was 10:20. Therefore he is due at Hope Valley at 11:32. But this time he puts on a little too much speed and arrives at 11:30. Thus he loses another two minutes on his score card.

The sheet is filled out for each check in the same manner and at the end of the line is noted the total number of points the rider is penalized. When each rider's score is computed in the same way it is a simple matter to determine who won. There is always a chance for a tie and these can be decided by a toss of a coin or any other satisfactory method as the whole thing is based on chance anyway.

This system may seem a little bother-

some but Swenson and the Providence club boys say it is not and as it adds so many elements of chance it makes it all the more fun.

MOTORCYCLES SUPERSEDE CHARIOTS

THE Provisional Government of Ireland is planning revival of the ancient Irish games at the athletic festival, the "Tail Teann," to be held in Dublin August 6-13. Motorcycles will take the place of chariot races on the program.

The Tail Teann dates from the legendary period of Irish history, probably 1000 B. C., and takes its name from a place near Tara where young Finn claimed his kingdom and where the great festival was held every year. This has not been held in Ireland since the autumn Strongbow invaded Ireland, 700 years ago.

FOREIGN OPPORTUNITIES

RESERVED information may be obtained from the Bureau of Foreign and Domestic Commerce, Department of Commerce, Washington, D. C., or at its District offices. When requesting information give opportunity number.

The purchase is desired by a manufacturing firm in Japan of bicycles, parts and accessories. Quotations should be given c. i. f. Japanese port. Payment to be made through bank in United States currency. References. Refer to opportunity No. 916.

A firm in Norway desires to secure the agency for the sale of motorcycles. Quotations should be given c. i. f. Norwegian port. Payment to be made through bank in Norway. Reference. Refer to opportunity No. 960.

MOTORCYCLES IN CHINA

United States Trade Commissioner Lynn W. Meekins says that a good market may develop in China from the fondness of the Chinese for bicycle riding. So far, however, sales have been limited by the absence of good roads, lack of mechanical ability among those who are able to purchase motorcycles, and the preference of the Chinese for riding in parties of five or six that cannot be accommodated by a motorcycle with either rear seat or sidecar.

Rider's No.	Name	Leave Providence	Card Time to Washington	Score Time	Difference	Card Time to Hope Valley	Score	Difference	Card Time to Westerly	Score	Difference	Card Time to Wakefield	Score	Difference	Card Time to East Greenwich	Score	Difference	Card Time to Conimicut	Score	Difference	Card Time to Providence	Score	Difference	Total Points Lost
1.	John Jones..	9.30	44	50	6	1.12	1.10	2	49	48	1	1.18	1.30	12	1.07	1.05	2	26	27	1	26	29	2	26
2.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

WITH THE TRADE

GOODYEAR PROFITS

Akron, Ohio—The Goodyear Tire & Rubber for the ten months ended December 31, 1921, the first period under the new management, reports net sales of \$82,195,550, and net profits, after all expenses, of \$9,640,235.

PRODUCTION EQUIPMENT CO. MOVES

New York City—The Production Equipment Company, Inc., American distributors for the B. S. A. line of bicycles, etc., have moved from 5 Union Square to 91 John street, Manhattan.

AMERICAN BOSCH DOING WELL

Springfield, Mass.—At American Bosch Magneto annual meeting directors were re-elected. President Murray stated new business is coming in at an encouraging rate. Plant is now employing 1,200 workers against 700 a year ago and 4,000 at capacity operations. Stocks have been greatly depleted.

STEWART-WARNER SALES INCREASE

Chicago, Ill.—Increased sales are reported by the Stewart-Warner Speedometer Corporation for March. Total figures for the month show they were largest since June, 1920, and were 140 per cent. greater than during the same month last year. Orders received for shipment this month indicate that the sales for April will exceed those of any corresponding month in the company's history.

DISTRIBUTE EMBLEM AND PIERCE

Atlanta, Ga.—Walthour & Hood, cycle jobbers and distributors of Atlanta, Ga., have taken the agency for the distribution of Emblem and Pierce bicycles in the states of North and South Carolina, Georgia, Florida, Alabama, Mississippi, Tennessee and Louisiana. Walthour & Hood are one of the largest cycle jobbing concerns in the country, and their handling of the Angola product will be a distinct advantage in service to the dealers of the southern states.

STEWART-WARNER GETS INJUNCTION

Chicago, Ill.—President Smith, of Stewart-Warner Speedometer Corporation, states that, in the suit of Webb Jay and Stewart-Warner against Ireland & Mathews in United States District Court, at Detroit, a decree was entered by Judge Tuttle ordering an injunction and accounting, pursuant to oral opinion of March 20, finding the Jay patent valid and infringed by the Weinberg tank.

CARBURETOR PEP

Indianapolis, Ind.—The Wheeler-Schebler Carburetor Co. of Indianapolis is offering prizes for the best letters on "What Do I Do to Interest a Customer in Buying a New Schebler?" The winning writer will receive a check for \$5. The offer is made in the first number of "Heart to Heart Talks," a new bulletin of pep and optimism through which Sales Manager George T. Briggs will keep in close touch with all Wheeler-Schebler agencies.

OLDEST EMPLOYE DIES

Westfield, Mass.—James H. Williams, 76, for the past 35 years a resident of this city, died in his home after a short illness. He was born in Birmingham, England, and came to this country when a young man.

He had been a citizen for fifty years. Mr. Williams was one of the pioneer bicycle manufacturers, and one of the first to enter the employ of the Pope Manufacturing Company when it first started to make Columbia bicycles in Hartford, Conn., and continued his service with the Columbia makers when the plant was moved to Westfield and became part of the Westfield Manufacturing Co.

GOULDING AT GOLDEN GATE

San Francisco—The first Goulding Sportster sidecar reached San Francisco at the beginning of the month. Caselli & Baumgardner, who are handling it, at once turned the sidecar out on one of the new De Luxe Henderson models and exhibited it to a number of admiring fans. "This sidecar matches the De Luxe Henderson to a dot," declared John H. Baumgardner. "It is flush with a Henderson and the outfit is so nifty that everyone is enthusiastic over it. The first thing we did was to telegraph for more."

SEIBERLING STOCK SUBSCRIBED

Akron, Ohio.—A group of fourteen men subscribed for \$75,000 worth of Seiberling Company stock, it was announced by F. A. Seiberling. The stock consists of 40 per cent. preferred and 60 per cent. common. Production is 1,400 tires a day. This completes the first financing of the Seiberling Company. The aftermath of the Goodyear favorable ten months' statement is giving encouragement to this whole northern Ohio district.

NEW SMITH FOLDER OUT

Rochester, N. Y.—The F. A. Smith Manufacturing Company, Inc., Rochester, N. Y., manufacturers of bicycle, motorcycle and automotive lighting equipment and accessories, have just published a folder describing the bicycle, motorcycle and sidecar lighting equipment. The line includes the electric bicycle head light No. 30; electric bicycle head and tail light outfit, No. 3045; combination electric bicycle lamp, No. 35; electric bicycle tail lamp, No. 45; electric motorcycle tail lamp, No. 61; speedometer lamp, No. 66; sidecar lamp, No. 65, and Standard lamp connectors.

NERACAR GOING GOOD

Syracuse, N. Y.—The sales department of the Ner-a-Car Corp. reports that the Autocycle Co., of 273 Central avenue, Newark, N. J., have taken ten Neracars. W. E. Ehlers, formerly of Edward & Crist, is manager of the Autocycle Co. L. E. Manchester, Neracar agent at Camillus, N. Y., reports sales of seven Neracars. This is a splendid showing in a town of less than 1,000 population. During the Schenectady, N. Y. Auto Show, the Central Garage of 8 Yates street, sold eleven Neracars. The Central Garage received their first machines on March 15 and plan on delivering 100 Neracars in 1922.

WOULDN'T MISS A COPY

Editor "Motorcycle and Bicycle Illustrated": I have moved to San Jose, Cal., and would like to have the wonder book of the motorcycle sent there. The old address was 1433 W. Congress Street, Chicago. I can recommend that "Motorcycle and Bicycle Illustrated" is invincible. I hope to receive the next copy.—August Battaglia.

AMONG the DEALERS

BIGGER STORE FOR WAGENHORST
Allentown, Pa.—A. M. Wagenhorst is branching out into larger quarters, opening up a much larger establishment nearer the center of the city. His new location is going to be a model motorcycle store. He will have a separate salesroom for second-hand machines as well as a model up-to-date repair shop with the very latest equipment.

MOVE TO NEW STORE

Louisville, Ky.—The Indian Motorcycle Co. has moved from its old store at 304 South Fifth street to larger and more convenient quarters at 717 West Broadway. The new store was built to their specifications, a feature being a modern repair shop on the ground floor.

STERLING'S NEW MANAGER

Camden, N. J.—W. V. Coakley has joined the Sterling Cycle Co. as general manager. Mr. Coakley was formerly with the Broadway Cycle Co. of Philadelphia and more recently with the Perlman Cycle Co. of New York, and his wide experience will be an important addition to their specifications, a feature being a modern repair shop on the ground floor.

CLEANED UP USED MACHINES

Springfield, Mass.—Spring Opening Week finished most satisfactorily for Dyer & Everett, Inc., of 555 State street. Within three days, all used Harley-Davidsons and sidecars were sold out. When Senior Partner Dyer took stock of the week's activities, he found that the three outfits that came in on Tuesday and the four others that arrived on Friday would leave his stock of 74's and 61's just where he started the week, for the septette of mounts were sold by the time they arrived. The boys are now down to their demonstrator, but will get another shipment from Boston next week to replace casualties.

BOOMING IN WINDY CITY

Chicago, Ill.—"Optimism Reigns." Such a motto would fit snugly and appropriately over the door of any Chicago dealer in motorcycles and bicycles. Let the pessimists from elsewhere take notice—and a hint. Yep! For real business enthusiasm our local trade is unbeatable. No matter whether he's one of the big fellows who talks in "bunches," or one of the little fellows who "hesitates" a bit when he speaks of an "occasional sale," the spirit prevails!

The accuracy of the foregoing is attested by the following interviews:
A. Kellner, manager of the Haverford Cycle Company's store at 222-224 W. Madison street: "Everything indicates that 1922 will be the banner motorcycle and bicycle year, despite the business depression, or so-called hard times. There has already been a big demand for Ace Motorcycles and Black Beauty Bicycles, and we have received a number of deposits for Ace deliveries in the immediate future. We have also sold a large number of second-hand machines, and have been exceptionally busy on the repair end."

C. H. Lang, Harley-Davidson dealer at 1704 S. Michigan avenue: "This is going to be the biggest year in the history of the motorcycle. I base this conclusion on the fact that we started selling machines earlier, and have already outnumbered our previous spring sales for this stage of the season."

A. F. Blease, sales manager for Mr. Lang: "The man who in war days bought an expensive automobile is selling it now and re-investing in a motorcycle and side car, and confining his Sunday spin to the wife and kiddies. You don't have to convince him, for he's had the personal experience of learning that his motorcycle and sidecar can go 100 miles for \$1, while it requires ten times that amount for operating an automobile for a similar stretch."

And here is some encouragement from one of the "little fellows." Henry E. Mulliner, proprietor of the Austin Bicycle Shop, 5951 W. Chicago avenue. Mr. Mulliner is catering to them right from the cradle, and while he is making a comfortable living right now, expects to fully realize on his investment when they grow big enough to buy an Excelsior bicycle, and mayhap a motorcycle if conditions warrant him in taking over the latter line.

His shop is a strong attraction for both kiddies and their parents, for he not only sells but repairs roller skates, baby buggies, velocipedes, tricycles, Kiddle-Kars, Coaster-Wagons, bicycles and all other kinds of children's vehicles now on the market or those yet to come.

LAST CALL!

Spring Merchandising Number

Issue of April 20

THE most valuable cycling publication of the year awaits your pleasure. Tell the trade through good size space that you're there with both feet, ready, willing and able to serve them as never before.

YOU'LL have good company and lots of it!

Press date April 19th. Everything complete must be in our hands by that date.

Motorcycle and Bicycle Illustrated

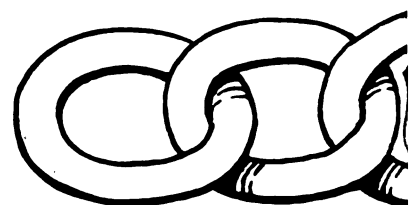
920 BROADWAY

NEW YORK CITY

"America's Greatest Cycling Magazine."

For assurance of prompt attention to your wants, mention **Motorcycle and Bicycle Illustrated**

Financing In



We now add the most important link

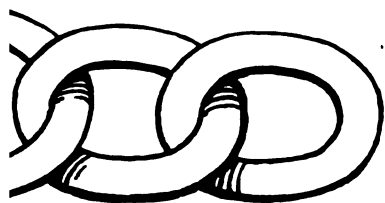
Hendee Manufacturing Company has just completed arrangements with the Continental Guaranty Corporation which will permit INDIAN dealers to receive the most complete and liberal financial assistance ever offered in the history of the motorcycle industry. Our belief in the future of the industry, our trust in the INDIAN motorcycle and our confidence in our dealers is shown by our willingness to add our endorsement to that of our dealers on all notes received by them on the sale of INDIAN motorcycles under this new plan.

The outstanding features of this plan are—payment in full to the dealer immediately on receipt of papers showing that a sale has been made to a responsible purchaser—fire and theft insurance protecting both dealer and rider for one year—relief from clerical work—initial payments as low as one-third of the purchase price—balance payable in four, six, eight or ten months.

The Continental Guaranty Corporation is a banking institution with a capital of three million dollars, chartered under the banking law of the State of New York. Its headquarters are in the City of New York and

HENDEE MANUFACTURING
Largest Motorcycle Manufacturer
SPRINGFIELD, MASS.

Indian Dealers



to our chain of factory co-operation

it maintains branches in San Francisco, Montreal, Toronto and London. It does a yearly business of over fifty million dollars with retail merchants throughout the world, a large part of which is in connection with the sale of automobiles under plans similar to that arranged by Hendee Manufacturing Company.

Dealers who adopt the plan which is now available will get the benefit of:

- Increased sales
- A strong appeal to credit purchasers
- 100% cash on every acceptable credit sale
- Prompt remittances on all paper
- Continued and free use of the dealer's own capital
- Expert credit advice
- Free collection service
- All necessary forms

The forms necessary in applying for this service, together with complete details of the plan, are being sent to all INDIAN dealers.

HENDREE MANUFACTURING COMPANY

Manufacturer in the World

U. S. A.

Hendee Co. Backs Time Sales for Its Dealers

Arrangements Made With New York Finance Co. Whereby Dealers Get Cash in Full on Their Installment Business

THE Hendee Mfg. Co. announces this week a plan of financing time sales of new machines which will be welcomed with open arms by both dealers and riders, for it makes it easier for the dealer to sell new motorcycles on the installment plan and easier for the rider to buy them. Under this plan the only limit on the number of time sales a dealer may make will be the number of responsible prospects he can induce to buy them. Instead of being limited in the number of his sales by the amount of money he can afford to tie up in the deferred payments or what he can borrow from the bank on the chattel mortgage notes given by the riders the dealer can go ahead and sell without limit, so long as the buyers are responsible and considered good risks.

The reason for this is that the dealer gets cash in full for every machine he

sells, though the rider may only pay one-third down and have from four to ten months to pay the balance in monthly installments. Moreover the machine is insured against fire and theft for three-fourths of its cash selling price for one year from the date of purchase, both dealer and rider being protected. That is, suppose the cash selling price of a machine is \$360. If the rider elects to pay one-third cash and the balance in ten monthly installments, the extra charge for interest, insurance, clerical work, etc., amounts to \$42.50, making the total that he will pay for the machine \$402.50. The third down is \$134.20, leaving a balance of \$268.30 to be paid in ten monthly installments of \$26.83. Thus the charge for interest, insurance, etc., is spread over ten months instead of being collected in a lump sum in advance, as is sometimes

the practice. The cash selling price being \$360, the machine is insured for three-fourths of this, or \$270, so that if it were stolen or burned the day after delivery the unpaid balance would be fully covered by insurance, and a little more. After that every installment the rider pays is covered by insurance, so that he can never lose by fire or theft more than his original cash payment. The insurance is for one year from date of sale, so that for two months after he has completely paid for the machine the rider is protected against loss by fire or theft to the extent of three-fourths of the cash price of the machine.

The following table, which shows actually what it costs the rider in interest, insurance, etc., above what it would cost him to buy for cash, makes the plan clear.

GUARANTY INDIAN MOTORCYCLE CHARGES

The chart charges below cover the entire cost to the purchaser, including all interest. (Purchasers' notes do not bear interest.) Insurance against fire and theft for 75% of the cash selling price is bought and paid for by Continental covering all Motorcycles for one full year from the date of notes.

CASH SELLING PRICE	33 1/3% Down				40% Down				50% Down			
	Balance Payable in				Balance Payable in				Balance payable in			
	1 4 mos.	2 6 mos.	3 8 mos.	4 10 mos.	5 4 mos.	6 6 mos.	7 8 mos.	8 10 mos.	9 4 mos.	10 6 mos.	11 8 mos.	12 10 mos.
\$200 to 249	\$20.15	\$22.40	\$24.65	\$26.90	\$19.25	\$21.28	\$23.52	\$25.77	\$18.12	\$19.70	\$21.50	\$23.30
250 " 299	23.85	26.60	29.35	32.10	22.75	25.23	27.97	30.72	21.37	23.30	25.50	27.70
300 " 349	27.55	30.80	34.05	37.30	26.25	29.18	32.42	35.67	24.62	26.90	29.50	32.10
350 " 399	31.25	35.00	38.75	42.50	29.75	33.13	36.87	40.62	27.87	30.50	33.50	36.50
400 " 449	34.95	39.20	43.45	47.70	33.25	37.08	41.32	45.57	31.12	34.10	37.50	40.90
450 " 499	38.65	43.40	48.15	52.90	36.75	41.03	45.77	50.52	34.37	37.70	41.50	45.30
500 " 549	42.35	47.60	52.85	58.10	40.25	44.98	50.22	55.47	37.62	41.30	45.50	49.70
550 " 599	46.05	51.80	57.55	63.30	43.75	48.93	54.67	60.42	40.87	44.90	49.50	54.10
600 " 649	49.75	56.00	62.25	68.50	47.25	52.88	59.12	65.37	44.12	48.50	53.50	58.50
650 " 699	53.45	60.20	66.95	73.70	50.75	56.83	63.57	70.32	47.37	52.10	57.50	62.90

PURCHASER'S EXAMPLE

One third in cash—balance in 10 monthly instalments.

Cash selling price of new Motorcycle, including list price, freight and tax (estimated)..... \$360.00

Guaranty charge (Column No. 4)..... 42.50

Total Time Selling Price..... \$402.50

Purchaser pays 1/3 of time selling price in cash..... \$134.20

Purchaser signs notes for \$268.30, payable \$26.83 per month for 10 months..... 268.30

DEALER'S EXAMPLE

One-third in cash—balance in 10 monthly instalments.

Cash selling price of new Motorcycle, including list price, freight and tax (estimated)..... \$360.00

Guaranty charge (Column No. 4)..... 42.50

Total Cost to Purchaser..... \$402.50

Dealer collects from Purchaser 1/3 in cash..... \$134.20

Continental Guaranty purchases notes for \$268.30 sending dealer cash for face of notes less the Guaranty charge of \$42.50..... 225.80

DEALER RECEIVES IN CASH AT ONCE..... \$360.00

THE NOTES SIGNED BY THE PURCHASER DO NOT BEAR INTEREST.

The greater the cash payment, the less the charge for interest, insurance, etc. Also the fewer monthly installments there are smaller the charge for accommodation.

To take a concrete example of the purchase of an Indian Scout it works out like this:

List Price of Scout Motorcycle, F. O. B. Springfield.....	\$345.00
War Tax to 20%, Dealer.....	13.80
Freight to Somewhere.....	11.20
Dealer's Spot-Cash Selling Price....	\$370.00
Time Payment Sale Under Continental Contract	
Charges for Interest on Notes, Clerical Work, Collections, Full Insurance for 75% of Cash Selling Price of \$370.000, Protecting All Parties	38.75
Dealer's Time Sales Price.....	\$408.75
For 8-Month Plan—1/3 Down.	
Customer Pays Dealer 1/3 of Time Sales Price	136.25
Customer Signs 8 Notes for \$34.07 Each—Total	\$272.50
Dealer's transaction with the Continental Corporation.	
Dealer Sends Customers Notes to C. G. C. Amounting to.....	\$272.50
Continental Guaranty Corp. Deduct Carrying Charges of.....	38.75
Dealer Receives in Cash from C. G. C.....	\$233.75
Dealer Has Received from Customer	\$136.25
Dealer Has Received from C. G. C..	233.75
Full Cash Sales Price.....	\$370.00

Thus the entire transaction is completed. The customer makes his payments direct with the Continental Guaranty Corporation, and the dealer is relieved of all collection detail and other clerical work.

The financing is to be done by the Con-

tinental Guaranty Corp., 244 Madison avenue, New York City, and the dealers make their arrangements direct with this company. In addition to the dealer's endorsement on the notes transferred to the

LEADERSHIP

THE best training for selling is intelligent buying. To buy cycling advertising intelligently is easy—when you know your market and its buying methods.

Seventy-four and a half per cent. of the total number of motorcycles registered in the United States are East of the Mississippi. The percentage of bicycle distribution doubtless follows the motorcycle figures.

In this section Motorcycle and Bicycle Illustrated has twenty-three per cent. more circulation than any other cycling magazine.

In the United States as a whole Motorcycle and Bicycle Illustrated leads also in gross circulation, and net paid circulation, and its rates are the same or less.

Facts are facts. Don't take glittering generalities as a substitute.

financing corporation the Hendee company also backs the notes, thus standing back of the dealers.

The inauguration of this plan is the result of a determination on the part of the Hendee Mfg. Co. to get behind its dealers in every way possible, and follows logically on the heels of its fifty-fifty newspaper advertising, Scout club plan and Indian day activities.

For some time the Hendee company has felt that increased sales by the dealers were hampered because many dealers were unable financially to handle all of the installment business that it was possible to obtain, and for the past six months the sales department has been carefully investigating different financing plans. This week's announcement is the result:

The dealer will make application for this service direct to the Continental Guaranty Corp. They will require from the dealer certain information and statements which will be submitted on forms provided. When these forms are received by the Continental Guaranty Corp., they are sent on to the Hendee Co. which specifies to what extent it will endorse the dealer's paper. From then on the dealer deals direct with the Continental Guaranty Corp.

The plan is so good and so complete that no dealer is too big to use it to an advantage. A dealer may be in a position to get financial backing from his local banks, but if he is wise, he will use the Continental Guaranty Corp.'s service on his new machine sales, and use money received from his local bank for financing second hand sales and otherwise in conducting his business.

All arrangements with the Continental Guaranty Corp. have been completed. Consequently, Indian dealers are entitled to this service immediately.

Maryland Club Puts It Over

IT seems to have become a fad in some states to raise the registration fees for motor vehicles every time they want to raise some more money. Often the proposed unfavorable legislation has been defeated, but more often the poor motorcyclist has been obliged to take what was handed to him, with the result that he was paying about twice what the automobile owner was, figured on a basis of horse power, wear and tear on the roads, etc.

However, the Maryland Motorcycle Club has accomplished something which is believed to be without precedent in the annals of motorcycling, and had the license registration fees reduced. The \$3.00 fee for the registration of sidecars has been removed as well as the necessity for title to the sidecar which cost \$1.25. This was brought about through a bill in the state legislature which amended the state

motor vehicle laws, and which included the provisions with regard to sidecars as

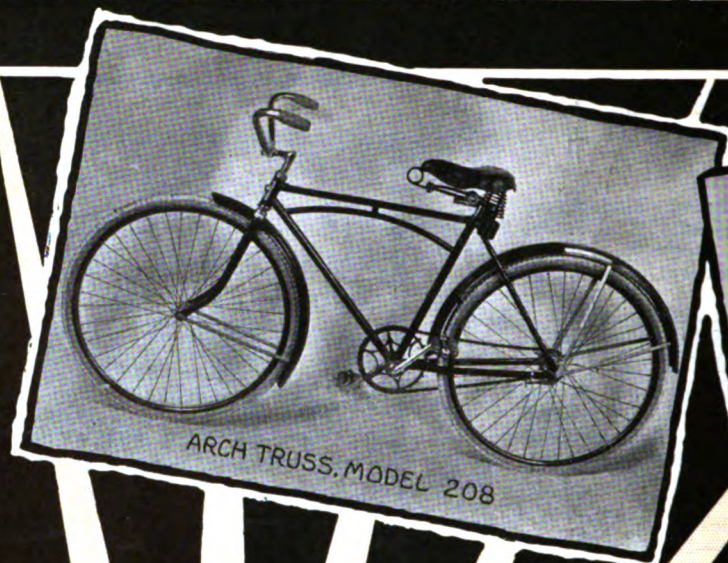
HERE is a tip for every live M. and A. T. A. club in the country. Make your influence felt. The Maryland club was especially fortunate in having among its members an attorney who was also a member of the state legislature. It gave them an inside track.

But there is no reason why other clubs in other states, with the assistance of Chairman A. B. Coffman of the national M. and A. T. A. competition committee, cannot do equally good work in their own states.

Anything worth having is worth asking for. No legislature will lower license fees if no one asks for a reduction. Even if a campaign for reductions fails, it may at least have a deterring influence on the periodical attempts that are made to increase them.

above noted. The bill has passed both houses.

The bill was presented in the House of Delegates by Delegate Joseph who is also the club's attorney. It's passage in the senate was one of the last things to be accomplished during this year's session. No doubt the success of the bill was largely due to the fact that hundreds of motorcyclists from all parts of the state wrote their senators, urging the passage of the bill. These letters were sent as a result of the appeal to the riders made by the Maryland Motorcycle Club, some 3,000 letters being sent from the club to the riders. The governor's signature needs to be affixed to make it a law, but as the governor has signified his intention of signing, the motorcyclists of the state now have reason to thank the club for its activities in their behalf.



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Black

For assurance of prompt attention to your wants, mention **Motorcycle and Bicycle Illustrated**



MODEL 210



MOTOR BIKE, MODEL 209



MEN'S ROADSTER, MODEL 206



LADIES, MODEL 207

MAKE OF BICYCLE CAN YOU SELL MOST OF?

It is so trim and beautiful in finish that the boy actively rests upon it when he first stands before the line of machines on your floor."

In 9 cases out of 10, that the boy will select the one at his parents will buy for him.

In finish there is nothing in the market today to equal the beauty and attractiveness of the new Black

Quality of the Black Diamond?

Ask yourself that question.

To get to the end it is a Pope-made machine.

All the bicycle business know what that means.

Perfection in manufacture that has never been

means the same honest skilled workmanship

the whole Westfield line stands—supreme in

facturing.

Get Exclusive Distribution of the Black Diamond?

YES

"One Town" is our selling policy. We suggest you get in touch with us.

SUPPLY COMPANY

58 Warren Street, New York City

Bicycles are manufactured for us by the Westfield Mfg. Co.

What Motorcycle Clubs and Riders Are Doing

CEDAR POINT FOR TOLEDO GYPSEYS.

Toledo, Ohio.—Wally Stuart, Al Oberwagner, Jim Miller and Clarence Shafter, the big four of Toledo, have decided to combine forces and put over the largest Gypsy Tour ever held in this section. Cedar Point, sixty miles East, and an equal distance West of Cleveland, will enable the two cities to get together at the same place. Riders from all the surrounding towns and cities will join up with the big tour. Toledo riders will proceed through Fremont picking up riders there and go to Bellevue. Lima tourists can go to Findlay and Fostoria and then on to Fremont, meeting the Toledo riders there. Kenton can meet the Lima contingent at Findlay. Marion Gypsies can pass through Upper Sandusky meeting Lima and Findlay at Fostoria. Mansfield riders can go to Gallion, Bucyrus, Tiffin and Fremont and hook up with the Toledo and Lima tourists, from which point all can proceed to Bellevue where they can get together with the riders from Cleveland and the East. Cleveland riders go by way of Elyria and Norwalk. The Akron boys can meet them at Elyria and after call have been assembled at Bellevue the entire body then will advance on Sandusky and Cedar Point in a body. Those in Toledo are anxious to hear from tour masters in the places mentioned and anyone desiring further information can address any of the Big Four in Toledo.

INDIANA DOINGS

South Bend, Ind.—Hagedorn and Webster, Harley-Davidson distributors, entertained their riders in honor of Harley-Davidson Spring Opening Week by promoting a hare and hound chase on Wednesday evening, April 5, and a secret time run to Elkhart on Friday evening, April 7. Fred L. Baker, with a Harley-Davidson sidecar outfit won first prize in the hare and hound chase, Fred Simmons, also driving a sidecar outfit, was second. South Bend and Mishawaka riders also entered the contest. Edwin Eckstein, J. L. Hickey, Ray Beeman, Worth Knowles and Edward Deavel made good records.

In the secret time run to Elkhart, a round trip tour of 32 miles, Clifford Sears of South Bend grabbed off first money with a ride of one hour and 17 minutes, his schedule requiring one hour and 19 minutes. James Doty was second, three minutes off his schedule. Roy Batty and Russel Dennison tied for third and fourth places. A coin was flipped and Batty was awarded third prize and Dennison fourth. Fred L. Baker, who copped the bacon in the hare and hound chase Wednesday evening rode into fifth money. Riders who competed, in the contests were treated to "hot dogs," coffee, milk, soft drinks and cigars.

CROTONA 24-HOUR RUN

New York City.—The time for the 8th Annual "Safe and Sane" Endurance Run, May 13-14 (Commonly called the 24-hour run) is drawing near, and plans are being consummated for a real, live run. An unusually large number of riders have already signified their intention of riding. The course will be entirely over state road. This is a run for both the professional and novice. The first man leaves Fordham Square, Bronx, N. Y. C., at 9 p. m., daylight saving time, 8 p. m. Eastern Standard time. The Western Union time will be official throughout. The points included in the course are New London, Conn.; Providence, R. I. (breakfast), Springfield, Mass. (dinner at Indian factory), Lenox, Mass.; Poughkeepsie, N. Y., and Home, the approximate mileage being 475 miles.

There will be two special prizes, large silver cups worth having for the winners in the sidecar and solo classes regardless of whether or not the rider is a novice, amateur or professional. Gold, silver and bronze medals will also be awarded. Medals will be received by all finishing within the allotted time. Don't forget the date Saturday and Sunday, May 13 and 14. Fred Nilsson will act as referee.

CROTONA CLUB NOTES

New York City.—The meeting of the club was well attended on Tuesday (the 4th) and a good time was had by all; Pinkie suffered throughout; even "Pop" Hagen answered the roll-call. One casualty was reported—the Road Captain, Sam Most, is lovesick. They all fall sooner or later. He shows up after the meeting with a fairy story about his place of business burning up. Oscar's cute fedora hat got a mean deal. Hereafter he will appear at club meetings in a pair of overalls and an old cap. Marshal Haig, a new addition to the Club's furniture, furnished much entertainment. He wanted to go

to the dance of the Paterson Club on Thursday night—as anybody got a empty side car. Following the meeting Pinkie's R-S got a bath. The Club received an invitation from the Ladies' Auxiliary of the Paterson M. C. to attend a reception and dance on Thursday evening, April 6, and quite a number have signified their intention of riding to Paterson on that night. The Club's Bowling Team was victorious over the Newark Club's team. The Newark boys are coming to the Bronx next week in an effort to even matters up.

TWIN CITY CLUB STARTS THINGS

St. Paul, Minn.—At a meeting of the Twin City Motorcycle Club, held at J. Shimik's St. Paul Indian store, it was decided to make a Spring drive for new members. Sam Welgals, Edward Thorstad and George Thompson were appointed a special committee on membership. The club decided not to hold a sectional climb at Rochester on gypsy tour dates but that they have it later at Minneapolis where it would create more interest on account of the larger population and rider material available. Every motorcycle in the gypsy tour parade will be adorned with a banner, club colors, red letters on grey background. H. J. Hauck of St. Paul was elected road captain. The club is with him to a man to put on a series of events. Ray Garner, Indian traveler, was in attendance and when the call for new members sounded was the first to put his name on the application pad. The club will have several different color combinations this summer as a number of the fellows have enameled their machines to satisfy their particular taste.

READING CLUB CELEBRATES

Reading, Pa.—On April 6 the Reading Motorcycle Club celebrated the eighth anniversary of its incorporation. Over 100 members and their wives and friends were present. The only charter member now active, Mr. Chas. Kinsey, told how the club was started and has held out to the present time. He declared that keeps a motorcycle club alive. The charter states that as long as there are five members voting the club cannot disband. Jacob Breithaupt of the Goodyear Tire & Rubber Co. spoke on the co-operation of the members, and stated that in all his travels he has never met a club as lively as the Reading Club. The new piano was initiated and the old piano which has given the club service for eleven years was given a farewell service. The sick committee reported that they had visited the hospital to see the member of the Bethlehem club who was injured and the members contributed for a bouquet for the injured fellow rider.

WHY WAIT? RIDE A MOTORCYCLE

San Francisco.—A string of automobiles, two miles in length, stood waiting to cross from Sausalito to San Francisco, about sundown on April 2. Drivers in the rear knew it would be well on toward midnight before their turn would come to go on the auto ferry boat. Down the road came 35 solo motorcyclists, led by Captain Gene Herrel, of the San Francisco Motorcycle Club, and 17 sidecar outfits, led by Roy Masher. "Say! get in line," called some of the motorists, who were peeved with having already waited two hours. "Don't have to" retorted the San Francisco riders gaily, "motorcycles go right on board." And, to the chagrin of the owners of cars, the riders went on board the passenger ferryboat, without any challenge from the ferryboat officers. "Here's where the motorcycle has it all over the limousines" laughed the riders, as the boat chugged toward the city.

SEVEN-DAY RUN FOR PROVIDENCE

Providence, R. I.—The Providence Motorcycle Club is planning the most pretentious tour ever arranged by the organization. It will cover a period of seven days, and to many will serve to fill in a full vacation period. The trip will be through the Connecticut Valley to Hartford and Springfield, the Berkshires and Jacob's Ladder to Pittsfield, the Lebanon Valley to Albany and Troy, then Saratoga Springs, Lake George, Lake Champlain, Adirondack Mountains, Plattsburg to the Canadian line. Returning the tour will be by way of the Mohawk trail from North Adams, the Deerfield Valley to Northampton, Mount Tom and Holyoke to Springfield, Worcester, Woonsocket and Pawtucket to Providence. The distance is about 900 miles. Those who intend going should take along tents and camping outfits, fishing tackle and camera. The tour will start September 2nd.

OPENS MOHAWK TRAIL

Bennington, Vt.—The honor of being the first motor vehicle to negotiate the Mohawk trail this year belongs to the Harley-Davidson motorcycle. The entire distance from Greenfield to North Adams, Mass., thence to Bennington, Vt., was traversed on March 18 by Mr. and Mrs. George Harris of North Bennington with a 1921 Harley, equipped with a sidecar. The drifts were at least four feet deep in several places. An Overland car, deserted by six North Adams men, was found in the middle of the road embedded in a snowdrift. The young men had given up hope of extricating their car and were walking the remainder of the distance to Charlemont. It was necessary to place planks on the drifts beside the auto and to drive past the car on these. This was the most difficult feat of the trip.

READING CLUB ENTERTAINS

Reading, Pa.—The Reading Club acted as host to two clubs on Sunday. The one was expected and the other was not, but the Reading boys were ready for the occasion. The Bethlehem club, which held its first run of the season, a sealed time run, to Reading and return, arrived about 11.30, and remained here till 3 o'clock. While the Bethlehem riders were going through Temple a road hog ran one of the solo riders off the road, causing him to spill. Phillip Sabino, driving a sidecar outfit following close behind ran into a pole to avoid running over his fellow rider, and now occupies a cot in the local hospital suffering from an injured kidney. While the Bethlehem club was checking in the Motorcycle Club of Philadelphia came along on a social ride and they were also given the glad hand.

GOLDEN GATE CLUB DOINGS

San Francisco.—The Golden Gate Motorcycle Club has put off its hill climb on hill "57" because the date originally planned came too near the Gypsy tour and the races at San Carlos, fathered by the Highway Patrolmen's Association. June 18 is the new date for the hill climb. The club now has 102 paid-up members. The baseball team of the Golden Gate Motorcycle Club on April 2 played the Point Lobos baseball team, a San Francisco organization, and won, making the fourth success over northern California teams. Charles Anderson, the star pitcher of the club, is the man who made the fourth victory possible.

LISTER GIVES A DANCE

Cleveland, Ohio.—Spring Opening Week was celebrated by The Lister Motorcycle Company, dealers and distributors of Harley-Davidson Motorcycles, in their sales room at 1828 E. 55th st. A good number of riders gathered and everybody had a good time. A dance was staged in the store and plans were laid for the first sociability run to be held April 23 to Elyria and return. Forty-five riders signed to enter the run. R. F. Ray, former Harley-Davidson traveler, has joined the sales force of The Lister Motorcycle Co.

DOVER HILL CLIMB

Dover, N. J.—The Dover Motorcycle Club has been delayed in announcing the date of its fourth annual hill climb because the use of the hill used in previous years has been refused them. A committee is searching for a new hill and has two good ones under consideration. As soon as a decision is reached the date will be announced. Road will be posted with signs directing riders to the new hill so no one should have any trouble in finding it.

HERL WINS DANISH MOTOR RACE

Copenhagen.—On March 4, the Annual Danish Winter Race, which is a strenuous winter endurance run through Zealand, was held. There were 20 motorcycle entries and but six finished, which indicates the difficulties encountered. Mr. P. C. Herl, sales manager for the Danish Excelsior distributor, finished first in the motorcycle class. Mr. Herl rode an Excelsior solo and navigated the slippery roads in commendable fashion.

CLUB NO. 141

Chicago, Ill.—Chairman A. B. Coffman of the M. and A. T. A. Competition Committee has issued a club charter to the Service Motorcycle Club of Vallejo, Cal., which will be known as M. and A. T. A. Club No. 141.

BAYBRIDGE CLUB.

Brooklyn, N. Y.—The motorcycle riders of Bay Ridge, Brooklyn, have organized a club. The first annual run was held Sunday, April 9, to Ossining, N. Y.



This window display was made by the New York store of the United States Rubber Co. The background was painted to blend in panorama effect with the foliage and figures in the foreground. Thousands of pedestrians stopped to gaze at the attractive scene

M. & A. T. A. Bulletin

By A. B. Coffman, Chairman Competition Committee

RIDERS on an M. and A. T. A. registered motorcycle club team must be members of that particular club for no less than three months prior to the date of any inter-club competition, and a member of the M. and A. T. A. in good standing at that time.

Upon request of the referee, they must show both their motorcycle club and M. and A. T. A. membership cards.

Inter-club racing and other competition and rider classification to be governed by M. and A. T. A. competition rules.

Owing to the factories discontinuing their racing teams this year and the riders being "on their own" race meet dates should be settled and announced as far in advance as possible so the riders can make their arrangements accordingly.

The idea is to have race meets on dates and at points in rotation or sequence so the riders will not have to double back to any great extent which will save them considerable in railroad fare.

Motorcycle clubs, promoters or others contemplating staging race meets please get in touch with this office at once, naming dates desired. This plan will insure promoters the best riders in the country riding at their meets.

Gypsy Tour time is rapidly approaching and plans must be made at an early date. Questionnaires sent to motorcycle clubs requesting the names of their officers have not been returned as promptly as they should. I believe we all want successful Gypsy Tours, so please co-operate with this office in making them so. Send in the questionnaire from your club so we will know who will look after the Gypsy Tours and other activities staged this season. Please act *now*.

E. L. Ward, motorcycle dealer at Macon, Ga., has been appointed M. and A. T. A. referee for Macon and vicinity. Mr. Ward is an active motorcycle dealer, has had much experience in competition and will, with other dealers, stage a number of motorcycle activities in that section this year.

Combined Gypsy Tours

The Toledo, Ohio, motorcycle dealers have planned a Gypsy Tour that spells co-operation with a big C. Jim Miller, A. R. Oberwagner, Clarence Shaffer and Wally Stuart are the dealers. Cedar Point is their objective and they have invited Gypsy Tours from all towns within a radius of 75 miles around Toledo to

do the same. This is "hot stuff" and I hope the club, dealers and riders in this 75-mile radius will respond heartily. What's better than a big bunch of riders from all over getting together, renewing old friendships and making new ones.

There is room for all on the beach at Cedar Point, a large dance pavilion and lots of other things to keep you busy for the day without overlooking stunts the riders will put on themselves.

Remember that the new classy Gypsy Tour fob for the boys and handsome belt pin for the girls are waiting for all M. and A. T. A. members who complete the tours. Motorcycle clubs, dealers, riders—think this over.

SANCTIONS ISSUED

Chicago, Ill.—Chairman A. B. Coffman, of the M. & A. T. A. Competition Committee, has issued the following sanctions:

Private owners' secret destination runs:
May 7—Richmond Motorcycle Club, Richmond, Ind., sanction No. 603.

April 9—Reading Motorcycle Club, Reading, Pa., sanction No. 605.

Hill climb:
April 9—Massachusetts Motorcycle Assn., Worcester, Mass., sanction No. 604.

Sectional hill climb (South Pacific sectional):

June 18—Golden Gate Motorcycle Club, San Francisco, Cal., sanction No. 607.

Record trials:
April 5-15—R. Hepburn and J. Davis, Los Angeles, Cal., sanction No. 606.

N. C. D. A. Couples Up with Bicycle Week

Bulletin No. 9

NATIONAL BICYCLE WEEK, April 29 to May 6, affords a splendid opportunity for bicycle dealers to test the benefits of co-operative effort. Bicycle Week is the annual spring opening and get-together of the bicycle dealer and rider fraternity. In cities where bicycle dealers belong to the N. C. D. A. and have local associations, a great deal more can be accomplished than in cities where every dealer is working for himself.

The executive offices of the Cycle Trades of America, Inc., 35 Warren street, New York City, are busy these days with Bicycle Week preparations and will gladly extend every possible help to bicycle dealers.

The plans and preparations for celebrating Bicycle Week of different live N. C. D. A. bicycle dealer members have been and are being told in the columns of the trade papers. All of these plans are intended to stimulate interest in bicycles and bicycling. Some of the ingenious dealers have planned original features. Bicycle parades will be held in many cities; bicycle races will enliven sports circles in many other places; in the Southern cities where the weather will permit, bicycle runs and picnics will be held; in many other places, bicycle clubs will be formed during the big week; elsewhere bicycle roller races will be held in stores and athletic circles; in many cities the Y. M. C. A. is sponsoring bicycle activities.

Right here is a good suggestion for dealers who have hesitated to assume the responsibilities of organizing and maintaining bicycle clubs. Go to your Y. M.

EASY MONEY

What's the Best Idea
You Have Used in
YOUR BUSINESS
in the Past Year?

**WHY
AND
HOW**

Tell us about it.

**\$25 for the best letter.
\$15 for the second best.**

C. A. physical director. You will not have to argue with him long to get him to admit the healthfulness of bicycle riding as a sport. Tell him that you are interested in the formation of a bicycle club and that you feel it can best be handled as a branch of the Y. M. C. A.'s athletic activities. Such a club will help bring new members into the Y. M. C. A. and it will sell bicycles. This plan has already been tried in a number of cities, and almost invariably, the Association physical directors have taken it up enthusiastically. Physical directors of large schools also might be interested in bicycle activities, resulting in sales of many new bicycles

to boys who will want to participate in the bicycle runs, sports, etc.

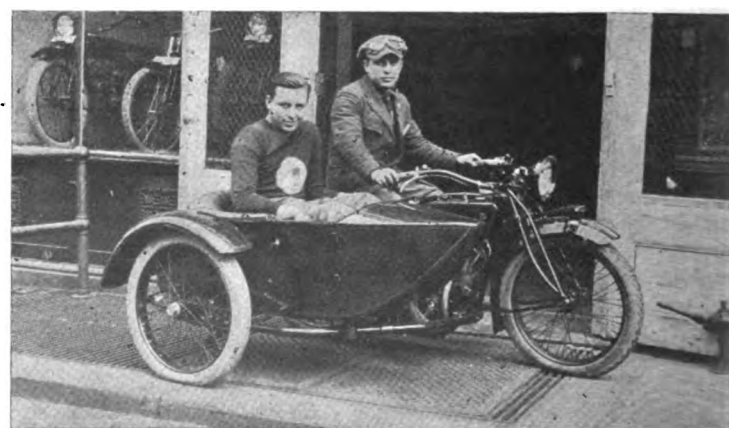
Wherever possible, get the newspaper sporting editors interested, too. Some of them were bicycle riders back in the good old days and still have affection for the enjoyable and healthy two-wheeler.

If you haven't made any plans for Bicycle Week, go around and talk the matter over with your fellow dealers today. Propose to them setting aside a few dollars to be devoted to advertising and bicycle activities of some kind during Bicycle Week. Get the younger bicycle riders together and give them a good time. Couple up your celebration with the National Bicycle Week in your advertising. Let the people know that all over the country bicycles are still being used and sold in large numbers. It would be a mighty unprogressive dealer who would not go with you and help, and we will venture the prediction that he will not miss another opportunity of celebrating Bicycle Week after he has seen what may be accomplished in the way of sales boosting.

Every week brings a lot of new members into the N. C. D. A. and as we grow in size, we will grow in power and usefulness. Fred St. Onge has done some good work in lining up dealers in different cities and getting them to form local associations. Fred has been so busy he has not had time to write many letters, but in published reports of his different activities, we usually find a notation that certain dealers join the N. C. D. A. Keep up the good work, Fred, all of us surely appreciate it.



Stern Bros. new 5-story and basement store at 1790 First Avenue, New York



Julius Irving and Rudolph Stern trying out an Indian-Goulding sidecar outfit



Start of the one-mile race at Macon, Ga.

Macon, Ga., Has a Cycling Week

FRED ST. ONGE visited Macon, Ga., the week of March 27, and the week proved to be a big business week for the local dealers. For two weeks ahead the dealers announced that the week would be a big one for the cyclists of Macon and that a big race meet would be held. A big race meet was carded that almost reminded one of the days of Bald, Zimmerman et al, but Jupiter Pluvius did his best to wreck it.

Friday, March 31, was the day set for the affair but the rain spoiled things and made it not so good, so it was decided to carry the program over to Wednesday, April 5, and it proved to be a success.

During the week seven schools were visited by St. Onge accompanied by the dealers, demonstrations in right and wrong cycling were given to 3,500 pupils. The *Macon Telegraph* and the *News* contributed wonderful free reading matter and carried four paid ads. A truck load of drinks was donated and local merchants, cycle dealers and the C. T. A. donated 26 prizes for the decorated wheel parade and races. A bicycle made of candy was one of the prizes for the race meet and this was contributed by a local house. The fine race track and grand stand was at the disposal of the cycle dealers with the compliments of the park commissioners.

April 5 was the rain date for the parade and races and it came near being another postponement; threatening weather set in early in the day, but fortunately everything was carried out as per original schedule.

Over 150 riders turned out for the parade starting from the City Hall and nearly 1,200 were in waiting for the riders when they reached Central City Park. Judging of the decorated wheels was the first event, the first prize being awarded to Miss Irene Merriman, second and third went to the girls, while fourth and fifth went to a couple of boys.

A quarter mile for girls was the opener on the program of races and it had ten starters. Louise Futrell was first; Irene Merriman, second, and Mamie Parker, third. A like race for boys under 10 years had a big field of starters and was run in 50 seconds; the winner was a barefooted youngster named Buford Lawson. Billy Thomas was second; Earl Bradfield, third. A half mile for boys under 13 was a race all the way. Lawrence Thomas was first; W. R. Bittick, second, and Joe Baldwin, third.

A one mile race for boys 15 and under brought out a big field. Joe Davis got home first; Gus Watson, second, and Brady Finney, third. The two mile open was a crackerjack, with a boy handicapped with the loss of an arm running the winner all the way to the tape. Harry Williams was first; Jas. Mennen (one armed rider), second, and Leonard Howard, third. A one mile for colored boys was won by Oliver Holtson. Second went to Robert Morgan and third to Linnery Amos. A two mile open for colored riders saw James Watson first; James Willis second, and Charles Luke, third.

W. V. White, Cliff Walker, S. Parker, D. G. Fry of Fry Bros., Johnnie Walker

and Lloyd Newburn, all dealers, rode bicycles and acted as officials at the races and assisted in lining up the riders for the parade; all stores were closed for the afternoon. Macon's dealers are a very grateful lot of fellows and real workers. They are all optimistic over the prospects for the future and showed their appreciation to the C. T. A. and Fred St. Onge by working overtime to help boost the cycle business in Macon.

SERES AND AERTS WINNERS

GEORGE SERES, former French and world's paced champion, and Emil Aerts, the Belgian, won the six-day race that finished at the Velodrome d'Hiver, Paris, Sunday night, April 9. The Seres and Aerts team won the race by a lap and covered 3,686 kilometers (2,290 miles.) During the sprints the Seres-Aerts team scored 1,054 points.

Second place was accounted for by Alfred Grenda and Reggie McNamara, the winners of the Madison Square Garden race in March. They scored 1,308 points. Alfred Beyl and Louis Billard, France, were third with 860 points; Chardon and Vandenhove, France, finished with 522 points and took fourth. Maurice Brocco, who started with Marcel Dupuy and then doubled up with Alois Persyn, the Belgian, when the latter lost his mate, Caesar Debaets, finished with 309 points for fifth. Others to finish and their points follow: Catudel and Neffati, 307; Oliveri and Veillet, 305; Vandeveld and Van Lerberghe, 189; Narcy brothers, 107.

On Saturday the team of Seres and Aerts lapped the field. On points the Deruyter-Van Kempen team was second with Grenda and McNamara third. The mileage for 122 hours was 1,932.

Deruyter and Van Kempen, the Belgium-Holland team, was leading most of the way, but after Aerts and Seres gained their lap they quit the race.

**What Springtime
Activity Are You
Responsible For?—
Tell the Editor**

Success Assured for Bicycle Week

THAT the success of National Bicycle Week, April 29 to May 6, is a complete assurance, is predicted by Harry J. McCarthy, Executive Secretary of the Cycle Trades of America, Inc., in a report given out today. Unless McCarthy's predictions are hallucinations, National Bicycle Week will be one big rousing celebration throughout the country on a bigger style than ever before. Applications for races for that week are still flooding the office and those dealers who have their business at heart and know how to stir up interest in bicycling in their city, Mr. McCarthy says, know that their efforts will be well repaid in the way of increased business. As an example of what real, live, bicycle dealers think of their business, is shown by the Denver Dealers' Association in appointing an advertising agency to handle their activities. Denver is making extraordinary strides to win the Cycle Trades banquet that is given to the dealers putting on the best celebration during National Bicycle Week, and from present indications they are leading all other cities. Some big doings are expected in Denver that week, and to top all features of the program, a big race will be staged right in the heart of the city.

The dealers of York, Pa., are not far behind Denver in their efforts to put over National Bicycle Week in a successful fashion. Aside from advertising generously in the newspapers, the Overland Garage has given permission to the dealers to stage a local bicycle show and every dealer in the city will have an exhibit of the makes of bicycles he carries. Each night, home trainer races will be staged and the boys making the most mileage will get some handsome prizes that are to be awarded. Free admission to the show will be in force and as each visitor enters the building, a ticket will be handed out requesting that they put their name and address on it and drop it in a box to receive prizes that will be drawn for. That the show will be a regular one and worked on the same fashion as the big shows in New York and Chicago, is without question for a high class orchestra will be employed to entertain the visitors each night and help to add mirth to the occasion. An added feature of the show is the announcement that the mayor of the city will be in attendance. The mayor is an ardent bicycle fan and is always on deck when anything of a bicycle flavor is carded.

Since publishing a list in last week's issue, the following applications were received by headquarters: Berkeley, Calif., Jack Henderson; Coronado, Cal., W. F. Holland; Fresno, Cal., Ray Seymour; Miami, Fla., Miami City Wheelmen; Dav-

enport, Iowa, A. H. Gottschlich; Baltimore, Md., Charles E. Gibson; Campello, Mass., A. F. German; Billings Mont., Y. M. C. A.; Middletown, O., Y. M. C. A.; Pittsburgh, Pa., Pittsburgh Press; Logan, Utah, N. J. DeSanders; Paterson, N. J., Triangle Cycle Club; Hamilton, O., Y. M. C. A.; Decatur, Ill., Decatur Gun Co., and Richmond, Ind., E. S. Smith.

In a letter to headquarters, Heaney's Exchange says: "The bicycle business in this section of the country is better than it has been at any time during the last three years." Dealers everywhere, particularly the Oklahoma dealers should, no doubt, be happy to receive this encouraging news and bend every effort to increase their sales now that the Spring is here. They should play up their business by strong advertising, have neat appearing windows, employ personal letters and make good use of the dealer helps that are sent out by the manufacturers.

How many dealers have given a thought to suggesting a bicycle as an Easter gift? A Brooklyn, N. Y., dealer is featuring bicycles as gifts in all his newspaper and handbill advertising, and has a card in his window suggesting to the passersby that a bicycle would be the best present to give at Easter time. Dealers should act quickly as there are only a few days left and a little effort along this direction will bring in business that would otherwise not be had.

FORM CLUB IN LOUISIANA

A BICYCLE club has just been organized with 53 members in Alexandria, La., by the boys who own bicycles. It will be known as the Alexandria Bicycle Club.

At a recent meeting the following officers were elected: W. H. Franks, president; Frank McLean, captain; Otto Flowers, first lieutenant; Joe Wilkinson, second lieutenant; Ralph Campbell, sergeant-at-arms; Ira Gabbert, secretary and treasurer.

Several items of interest were taken up and discussed freely by the boys, among which were the time for meeting, "wiener roast party" and whether or not the club members should have weekly dues or just take up a collection for the trips and runs as they have them. It was decided to use the fund raised by dues to purchase club pennants and little things needed by the club.

The object of the club is to promote the interest in bicycle riding, which is one of the healthiest forms of sport anyone can participate in, and to promote bicycle games, such as bicycle polo, which is a new game, and many other games played with the bicycle. Bicycle racing will be encouraged, as they will get help from

the Cycle Trades of America in the way of prizes and suggestions.

The club meets every Wednesday night at the bicycle shop of the Rapides Sporting Goods Company at 222 Johnston street. All boys who have bicycles are invited to become active members.

RECORDS GO AT MEET

THE North Hudson Wheelmen held a meet at Ridgefield Park, N. J., on Sunday, April 9, and during the day some records went by the boards. In the three-mile unpaced Anthony Beckman did 7:13, which bettered the record of 7:25 1-5, made by William C. Thompson at San Antonio, Tex., May 27, 1917.

Joe Hoviss, of the C. R. C. of A., made an attempt at Thompson's quarter-mile record of 35 seconds, which was made at San Antonio on May 18, 1917. Joe did the distance in 32 3-5 seconds. Shortly after Beckman took two-fifths of a second from that time, and then George Menzer tried and made the same time as Beckman. The trials were timed by Amateur Bicycle League of America officials, and the claims will be filed with the A. B. L. for the records. The races resulted as follows:

One-Mile Open—Won by Rosenbohm; second, Beckman; third, Menzer; fourth, Relsen; fifth, Conditt; sixth, Heinsberg. Time, 2:45 1-5.
Three-Mile Unpaced—Won by Beckman, 7:13; Heinsberg, 7:27 1-5; third, Rosenbohm, 7:36 4-5; fourth, Conditt, 7:55 4-5; fifth, Relsen, 7:58; sixth, Menzer, 7:58 3-5.

FIVE-MILE HANDICAP

1	Zelazo	50 sec.	13:17 4-5
2	Heinsberg	20 sec.	12:48
3	Conditt	20 sec.	12:28 1-5
4	C. Miller	20 sec.	13:18 2-5
5	Taborelli	50 sec.	13:18 3-5
6	A. Miller	50 sec.	13:18 4-5
7	Beckman	Scr.	12:29
8	Grashoff	2:00	14:29 2-5
9	Costello	1:30	18:59 3-5

OTTAWA CLUB HAS ELECTION

THE Capital Bicycle Club of Ottawa, Ontario, held its annual meeting at the residence of President E. B. Marshall, 384 Albert street, Ottawa, on Wednesday evening, March 29, with Mr. Marshall officiating.

Officers were elected as follows: Honorary officers, W. F. Garland, member of Parliament for Carleton County; E. D. Spence, G. F. Moore, Thomas Burgess, Sam Crooks and S. R. Thompson; President, E. B. Marshall (re-elected); vice-president, P. Higgerty; secretary-treasurer, W. J. Spence (re-elected); captain, Fred Burgess; lieutenants, Ray Thompson and Lennox Moore; representative to Ottawa Bicycle Association, Owen Moore.

The club decided to stage the annual Spring handicap race of 14 miles for the Goodyear Trophy on Saturday, May 6, as a feature for local Bicycle Week activities. Fred Burgess now holds this cup and will defend it in the coming race.

How The A.B.L.—N.C.A. Situation Stands Today

By A. R. Jacobson

THERE seems to be a difference of opinion as to just how far the negotiations between the Amateur Bicycle League of America, Inc., and the National Cycling Association have gone and what progress is being made toward a settlement.

A short time ago the A. B. L. drew up a working agreement and presented the same to Richard F. Kelsey, chairman of the Board of Control of the N. C. A., and also presented one to John M. Chapman, manager of the Newark Velodrome and Cycle Racing Association.

The working agreement as drawn up by the A. B. L. reads as follows:

1. Official recognition by the National Cycling Association of the Amateur Bicycle League of America, Inc., as the body to control amateur bicycle road racing in the United States. This to include dirt tracks or any races held on dirt tracks in conjunction with A. A. U. events.

2. Official recognition by the National Cycling Association of the Amateur Bicycle League of America as the body to control amateur bicycle races on flat floors or armories in the United States. This to include any races held in conjunction with A. A. U. events.

(The Amateur Athletic Union of the U. S. to receive official notification of any agreements as outlined in Sections 1 and 2.)

3. Official recognition of the Amateur Bicycle League of America, Inc., as con-

trolling amateurs on the banked tracks in co-operation with the National Cycling Association. All races on banked tracks to be held under N. C. A. rules, with an A. B. L. representative present to insure the enforcement of the amateur rules.

(a) It is mutually agreed that recognition of each controlling body will permit of riders registering with both organizations for riding on the N. C. A. banked tracks, and A. B. L. road races, flat floor races and races on dirt tracks, under the respective control of the two organizations.

(b) It is mutually agreed that all suspensions by the N. C. A. or A. B. L. will be recognized by each of the respective bodies.

4. Proper representation from the Amateur Bicycle League of America, Inc., to be appointed on the Board of Control of the N. C. A. to work in co-operation with the N. C. A. governing the amateur track riders.

5. A representation from the Amateur Bicycle League of America, Inc., to be appointed to the American Olympic Committee to act and co-operate with the National Cycling Association in connection with amateur cycling events.

6. All bodies allied with the National Cycling Association to be officially notified of the adoption of these agreements.

7. These agreements to be terminated by either party upon fifteen days' notice in case of inability on the part of either organization to carry out any or all provisions of the foregoing.

Mr. Kelsey replied to the Amateur Bicycle League of America by addressing our president as follows:

Montclair, N. J., April 3, 1922.

Mr. D. J. McIntyre, President,
Amateur Bicycle League of America
3156 Hull Ave., Bronx, N. Y.

Dear Sir:—

Replying to your favor of March 22nd, enclosing "Outline of Working Agreement Between the National Cycling Association, Inc., and the Amateur Bicycle League of America, Inc."

The Board of Control of the National Cycling Association under which its constitution and by-laws is empowered to act, after due conference has decided that the proposed working agreement is not acceptable in its present form, as it embodies certain proposals not compatible with the principles involved and the actual conditions as they exist today.

For some twenty odd years the National Cycling Association has been the universally recognized organization controlling the sport of bicycle racing in the United States and sees no reason why it should retire from such position. It stands ready to co-operate with any and all citizens to enlarge the field and advance the progress of the sport, but such operations must be strictly under the N. C. A. jurisdiction.

Consideration cannot be given to Article III of the suggested working agreement advocating joint control of amateurs competing on banked tracks, or any other form of circular tracks, in fact.

The National Cycling Association will be glad to co-operate with your organization in placing road racing on a basis that will give it more stable and improved methods of government and an established system of national championships, your body to dele-



On the Century Road Club of America 32d Annual Spring Century. Upper left, some of the riders taken at Columbus Circle before the start; upper right, the officials of the run; lower left, Graflex of the riders going over Queensboro Boulevard; lower right, participants going around Columbus Circle before the start

gate representatives to co-operate in conducting that particular branch of the sport, all competition and trials against time to be done under N. C. A. sanction.

Yours truly,
(Sgd) R. F. KELSEY.
Chairman, Board of Control, N. C. A.

The A. B. L., through President McIntyre, replied to Mr. Kelsey as follows:

New York, April 8th, 1922.

Mr. R. F. Kelsey,
Chairman Board of Control,
National Cycling Association.

Dear Sir:—

Replying to yours of April 3rd regarding the proposed working agreements between the National Cycling Association and this League draft of which was submitted to you under date of March 23rd.

We note you state in the second paragraph of your letter that the agreement is not acceptable in its present form, etc. We fail to understand your phraseology relative to the principles involved, i. e., as to actual conditions as they exist today. The fact that you harp on the National Cycling Association's 20 odd years' control is to our minds, antediluvian, due to the fact that as it exists today, the National Cycling

Association is for purely mercenary purposes, which is a direct violation of their incorporation. If the National Cycling Association had conducted the sport as it should have been the organization of a purely amateur body would have not been necessary. This statement we are able to prove should it become necessary.

We note that you cannot give consideration to Article III in the agreement covering A. B. L. representation at the banked tracks to secure enforcement of the amateur rules, which representation would be without remuneration. We have also noted the reply of the General Manager of the professional promoters of races on the banked tracks that he was not going to allow this body to dictate to him how he should run his races. No such thing was contemplated, and Article III clearly states that races on the banked tracks were to run under N. C. A. rules. Our spirit is for clean sport, and as the sport is conducted on the tracks under N. C. A. control, it is not clean amateur sport when this branch is domineered by professional promoters.

We note your statement that the National Cycling Association "will be glad to co-operate in placing road racing on a basis that will give it more stable and improved methods of government." Our experience during the past 15 months has been: the

Amateur Bicycle League of America, Inc., has increased the government of amateur cycling on the road 1,000 per cent. more than under the N. C. A. control during the past five years. The fact that we have accomplished more in this line in the past 15 months than the N. C. A. have done in the 20 years of their control, is proof enough in our minds that we are in a better position to control this branch far better than any individual control by the N. C. A.

We are advised verbally by the president of the National Cycling Association, Mr. D. M. Adey, that he would be heartily in favor of signing an agreement such as outlined to you. In view of this statement from your president we fail to understand how professional track promoters can dictate to over 1,000 amateur cyclists whom they will never come in contact with.

We are still open to discuss at a conference whereby this matter can be settled for the general interest of the sport.

Irrespective of what your foreign alliance may be we still contend that American amateur cyclists can govern their own affairs.

Yours very truly,

AMATEUR BICYCLE LEAGUE OF AMERICA, INC.

By (Sgd) D. J. McIntyre,
PRESIDENT.

Suggestions for Bicycle Week

By H. J. McCarthy,

Executive Secretary, Cycle Trades of America, Inc.

THERE are many dealers who would like to celebrate National Bicycle Week in various ways, but probably do not know how to get started. For the benefit of those dealers, a few suggestions are offered and they no doubt will prove profitable ventures if they are given a thorough trial. The various advertising and sales-bringing stunts mentioned have all been tried out with success. Every dealer will find some ideas amongst them which he can adopt to suit the needs of his own business and resources, as each one of the ideas has already helped some dealer boost his sales. Most of these ideas are not entirely new, many of them, however, will be new to some towns. A clever dealer can, perhaps, improve upon some of the stunts and make them more applicable to local conditions.

Advertising Old Bicycles

An old high wheel, or "boneshaker" attracts a lot of attention when ridden on the streets. Publicity can be obtained by fitting it with signs and employing someone to ride it around the city. A suggested sign is: "The bicycle is coming back—but not this kind—see Smith for the right kind at the right price." Attach a large sign to the upright rods extending from the handle bars, a little higher than the rider's head, so he can see under it. A dealer who can find one of these old timers will profit by the fruits of his labors. An outstanding attraction would be to use two bicycles, the high wheel together with a new late model bicycle ridden side by side. The sign on the high wheel could be: "This bicycle cost

your daddy \$150 thirty years ago." On the new wheel, the sign could read: "This bicycle costs only \$45—now look at the difference."

Ride a Bicycle Competition

The idea of this stunt is to get everybody riding bicycles on some designated day, and over a particular course or street. Select some day during National Bicycle Week. Prizes should be offered to the riders making the best appearance. Neatness, style of riding, position on wheel, condition of bicycle as to appearance and best running order, are figured in awarding prizes.

Bicycle Search

The idea of the bicycle search consists of getting a number of boys and girls to search for a concealed order for a new bicycle. Clues are furnished in the form of a series of photos or maps published at frequent intervals in the newspapers, or shown in the dealer's store window. First, photos should be taken at a considerable distance from the actual spot where the order is hidden. This may be in a stump or fence post. Then get views of points which gradually lead up to this spot which should be located somewhere in the country, not too far out. This gets riders out on the road and tests their knowledge of the country.

This scheme should be extended for a couple of weeks, new photos or maps being published every few days. This keeps up interest and arouses curiosity. To make the affair attract attention, it might be advisable to hook up with your local newspaper and get them to conduct the search, while you furnish the bicycle, on condition that the paper will feature the name of it and invite the public to step into your store and inspect the prize machine. This ar-

rangement will save advertising expense and detail work and at the same time you will get publicity. The envelope containing the order should be addressed to you and the finder must present it at your store in person. The name of the winner and other items of interest in connection with the search should be given prominence both by the newspaper and in your own advertising.

Bicycles as Graduation Gifts

A successful bicycle dealer out West recently obtained a lot of publicity by offering a bicycle to the boy or girl graduating from the public schools with the highest marks. He advertised the offering in his local papers and through handbills and invited all the youngsters to come in and inspect the prize machine. He got a lot of children interested in bicycles in this way. Of course, the best time to work this is around graduation time, but the idea could be put into effect during National Bicycle Week and carried along until graduation time.

Attaching Signs to Wheels

Effective advertising signs can be made of light metal, or heavy cardboard, in the form of discs and attached to both sides of the wheel. The simplest way would be to make them fast to the spokes so that they revolve with the wheel. A better way is to attach the signs so that they remain stationary while the wheels revolve. It makes the sign attractive and easier to read. In order to do this, of course, the sign must be kept free from all contact with the wheel. One way to do this is to fasten the sign to the stays with wires, making the hub opening large enough so that the hub will not touch the disc. At the same time it should be kept as close as possible to the hub and spokes. Additional signs can be placed in the frame.

Many dealers have used these signs effectively in advertising previous National Bicycle Weeks. Never fail to feature the bicycle trade slogan, "Ride a Bicycle" and, if possible, have it in the style of lettering adopted by the Cycle Trades of America.

Getting a Mailing List

A live wire bicycle dealer staged a stunt which worked successfully. He advertised for names and addresses of children whose birthdays occurred during the month of the celebration of National Bicycle Week and offered a new bicycle to the boy or girl whose name drew the lucky number. It cost nothing to enter and over 500 names were received. The public drawing of the names was well advertised to take place in a public hall which the dealer had hired for the purpose with results that over 600 persons were present. In order to prolong matters and not cut off the ceremony too short, it was announced that the 251st name drawn would be the winner of the bicycle. This kept the children "on their toes," as it were, and those whose names were close to the mark, were, of course, especially excited. Their desire for a bicycle was so intensified, that a number of them persuaded their parents to buy new machines, and of course, got his business and a lot of valuable publicity besides. Dealers could hold the same kind of an affair in their own establishment. The new bicycles on display in the stores will naturally create an interest and it is safe to assume that if the idea is put to a practical test, it will be a huge success.

Slow Races

A slow race always provides a lot of amusement for the spectators because of the antics of the riders in trying to maintain their balance. Dealers can pull off one of these events easily, especially if they plan to run races during National Bicycle Week or other times during the season. Lay out a course, say 100 yards on some little used street or road, appoint judges and assistants to keep the course clear and keep tab on all the contestants. The riders are started from a line, and ride as slowly as possible, the last to cross the finishing line being, of course, the winner of the race. Any rider touching his or her feet to the ground, falling off, or touching another rider is declared immediately out of the race. A race of this nature certainly creates excitement and usually has many contestants.

Window Posters

Here is a stunt that will interest passers-by. Each week when the trade papers are received and read over, cut out the pages featuring bicycle races or parades where illustrations are included, and paste them on the windows. Design an arrow on your wrapping paper and cut it out and paste it in such a way as to have it pointing to the page. This will cause people passing the store to step over to the window and they will be interested in reading the story. Some very fine pages are now being featured in the trade papers showing the sociability runs given by Fred St. Onge, as well as pages showing bicycle races and parades. Change the pages each week so that they are not run too long. The same thing can be done with newspaper ads.

Hill Climbing Test

Hill climbing tests were very popular in the old days. The hill climb calls for considerable physical effort on the part of the contestants and for that reason the entries would be limited to those who like to use their muscle and are not afraid of a little work. Plenty of boys are eager to demonstrate their ability in events of this nature and will enter. The preliminary steps in staging a hill climbing contest are practically the same as that in the coasting contest, which follows.

Coasting Contests

Coasting contests were very popular in the "boom" days of the 90's. They attracted large numbers of persons and the newspapers gave the affairs publicity. These affairs can be very easily revived and become as popular as ever. No one need be barred from entering as no physical effort is called for. All the rider has to do is to sit on his bicycle, keep his feet still and coast down the hill, and along a level strip at the bottom, until the machine comes to a standstill, the rider who covers the greatest distance is the winner. It is mainly a test of the easy running qualities of the bicycle rather than the capabilities of the rider. Let the riders in town, boys, girls and grown-ups, know all about it by means of newspapers, circular or window advertising, and invite them to call at the store and enter their names. The hill selected should be straight and not too steep, with a long level stretch at the bottom for the finish. It should be located where there is little traffic and no intersecting roads. As heavy riders have an advantage over lighter ones it is advisable to run separate events, one for boys, one for girls and one for grown-ups, with suitable prizes for each class. The advertising possibilities of a stunt of this nature need not be questioned.

Getting Publicity

The main thing, and the hardest thing to get, is the right kind of publicity, but dealers can get it and without spending a lot of money on advertising space. It is suggested that dealers get in with boys and grown-ups and build up an acquaintance with them. Talk bicycles and ride with them. Get next to some newspaper men and tell them some interesting facts about bicycles and any affairs you are going to pull off that will have a news flavor and will interest the public will surely interest the newspapermen. Publish the names of the winners of the contests and display them on a window card, together with the prizes for several days after the affair is over. This will tend to keep the interest alive.

Selling Bicycles to Workmen

A big percentage of the bicycles sold today are bought by laborers and office workers. Poor trolley service and crowded trains

have brought the bicycle right into the lime-light as one of the very best modes of transportation. The cyclist is assured of a quick, certain, convenient way of going to work. He is not bothered by uncertain street car schedules. He can leave when he likes, go by any road he chooses, leave later and get back sooner. The bicycle is the most economical mode of transportation. It pays for itself in carfares saved, it is rarely out of order, costs nothing to run. Cycling is also healthful, pleasant and lots of fun. Once these points are explained to the workers in your town it is most certain new customers will be obtained. There are several ways in which you can drive home the idea of utility.

1. (Advertising.) The Cycle Trades of America maintains a free copy and mat service, many of the cuts dwelling on the advantages of riding a bicycle by workmen.

2. (Stump Speaking.) This novel idea always gets over. All the dealer needs is a good amusing speaker, mount him on a truck together with a few sample bicycles, station the outfit at some busy corner or factory when the streets are jammed with workers. The line of talk should be substantially the same as in the above paragraph. Except that the talk should be expanded and interspersed with jokes on the trolleys, trains and automobiles. If no orders are received after a talk of this nature, the fault is with the speaker and not with the prospects.

3. Whenever trolley strikes are in force, dealers should take advantage of every one by advertising generously, through street speakers, through sales letters and other sales getting ways.

Names—What to do with Them

Large numbers of names of prospective customers will be gathered by the dealers who stage various contests. These names are worth a considerable sum of money to them—provided, of course, the dealers make use of the list to the best advantage.

A dollar apiece is the value of each name estimated by large mail order houses. The names collected by bicycle dealers are worth considerably more, for they are the names of people who are interested in the product the dealers are selling. This interest should not be allowed to lag. Personal letters should be sent out to mothers and fathers advising the bicycle for presents, to laborers for utility, and to young men and girls for pleasure. The manner in which the names are filed away should be systematic. One good way to file names is to list every prospect on a separate card. The cards should be in two colors, ordinary prospects on white cards, while the liveliest ones are listed on pink cards. This system enables a dealer when he wants to send out matter to the best prospects, to pick out the pink cards, and he has his mailing list already.

On each prospect card is noted data that are of value in determining how to approach the prospects. A dealer following this plan when he learned that a certain prospect had a raise in salary, put it down on his card and wrote him a personal letter calling attention to the fact that a bicycle could be purchased on easy payments which could come out of part of the increase in salary. Many items of this nature are recorded and it assists the dealers in making their letters to prospects more intimate. Before making a personal call on a prospect, it might be wise to consult the prospect's card and find out all the data about him.

The families of the prospects should be classified and help govern the dealer in their mail campaign accordingly. Where there are children of school age, address literature to the parents, especially the mother as it has been truly said that "the women hold the purse strings of the nation." They do most of the family buying at any rate.



George W. Thomas, one of the live bicycle merchants of Savannah, Ga.

Competitions and Other Club Activities

ST. LOUIS CYCLISTS CELEBRATE

ST. LOUIS, MO.—Thirty-nine St. Louis cyclists, clad in full riding raiment, gathered around a dinner table at the Ballwin Hotel, Ballwin, Mo., Sunday, April 2. They were members of the St. Louis Cycling Club, who responded in person to the first official summons of the year to the wheel; the "weekly run" card mailed out to the membership the previous week.

Part of this detachment in charge of Waldon C. Martin left St. Louis Saturday afternoon and enjoyed the afternoon ride and other amusement in the evening. But the main squad, 28 strong, opened the season Sunday morning, departing from Blair Monument in Forest Park at 8:30 a. m., arriving in plenty of time for the spread, incidentally a feature of every St. Louis C. C. week-end tour.

Included in the list of riders attending the opening run of the season was C. B. Jansky, St. Louis cycle dealer, who annually makes it his business to attend the inaugural jaunt, besides attending numerous other tours throughout the Summer. There is a very good reason for this in the fact that Jansky is one of these dealers who really grew up with the sport and although the owner of an automobile, still clings to his favorite sport when business will permit, a spirit somewhat lacking in the average prosperous dealer.

During the afternoon there were discussions relative to this year's Spring Bicycle Tour, to be held sometime in May. The purpose of this event has been to stimulate the touring idea of cycling in the younger generation. A suitable place is selected in the county a short distance from the city limits in order to accommodate the inexperienced youngsters and every unattached rider in St. Louis is urged to attend.

AMERICA'S HOLD FIRST CLUB RACES

Weehawken, N. J.—The Century Road Club of America, New York and New Jersey members, met Sunday morning, April 9, at the top of Weehawken Hill. All journeyed over to the Hudson County Boulevard and up to Dan Kelly's Hill into Ridgely, where the following set of races were held on Grand avenue:

Three-Miles Unpaced, Class B		
Pos.	Rider	Time
1	J. Dashowitz	8:18
2	T. Bigna	8:26
3	A. Bourne	8:46
4	H. Hery	8:46
5	H. Stock	8:55
6	P. Schusstek	8:58
7	L. Durso	9:11
8	W. Leskin	9:23
9	E. Hyer	9:32
10	L. Frayse	9:45
11	W. Kuntz	10:06
12	F. Rawlins	10:17
13	J. Bono	10:20

One-Mile, Class B—Won by P. Schusstek; second, Joe Hoviss; third, J. Dashowitz; fourth, H. Hery; fifth, T. Bigna. Time, 2:19.

One-Mile, Class A—Won by E. Perry; second, F. O'Shaughnessy; third, H. Kuntz; fourth, W. Lock; fifth, J. Rawlins. Time, 2:15.

Five-Mile Handicap—Won by F. O'Shaughnessy, 45 seconds; second, H. Kuntz, 45 seconds; third, A. Everard, 30 seconds; fourth, J. Rawlins, 30 seconds; fifth, D. Rawlins, 1:15.

ACME WHEELMAN HOLD CLUB RACE

New York City—The Acme Wheelmen opened the weekly club race series over the Eastern Boulevard course on Sunday, April 9, with a 11-mile race. Sixteen riders started from various marks from scratch to 2½ minutes. The individual honors went to the scratch men, Rudy Zimmerman, who won, and Joe Schaefer, who was second. Zimmerman and Schaefer caught the field of handicap men at seven miles. Summaries:

Pos.	Rider	Hndcp.	Time
1	Rudy Zimmerman	Scr.	31:05
2	Joe Schaefer	Scr.	31:05 1/5
3	Hugo Schlesman	30 Sec.	31:35 2/5
4	Nick Moccio	30 sec.	31:35 3/5
5	Theod. Schlesman	1:00	32:30
6	Arthur Lane	2:00	33:40
7	Horace Barnaby	2:30	34:15
8	Patsy Lapenna	2:30	34:20

ORIOLE CITY RIDERS IN RACE

Baltimore, Md.—The first race in the championship series of the Maryland Bicycle Club was at a distance of 25 miles and was run over the five-mile loop of Reisterstown road and Park Heights avenue. High winds prevailing deterred a number of the riders from competing but the officials stated that

inasmuch as it was the date scheduled the race would be held regardless of the number of starters. Mele, Henkel and Zimmerman had their nerve with them and lined up to face the gun. The pace was strong from the start and Henkel, who was making his first attempt after a layoff of several years, was in distress at the seventh mile. He was shaken off shortly after but made a game effort to catch up without success.

Mele and Zimmerman continued a steady pace till the last lap, when Zimmerman, who is a strong plugger, made repeated attempts to shake Mele off. The latter hung on like a leech, however, and in a long grueling sprint dead against the wind he lead Zimmerman across the tape by a small margin. Time, 1:20.20 3/5.

C. R. C. A. HOLD "CORK" RACES

New York City—The second series of "cork" races was held by the Century Road Club Association, Sunday, April 9, over the Grand Concourse, Bronx. Joe Burns, 1½ minutes, won the five-mile, the feature event, in 14:42 2/5. Willard Knecht, 45 seconds, was second, and Bert Marquard, club champion, was third from scratch in 13:17 1/5. The three-mile Class B handicap was accounted for by I. Savadkin, 30 seconds, and a one-mile Class A sprint went to Bert Marquard. Summaries:

One-Mile Class A Sprint—Won by Bert Marquard; second, J. Silver; third, A. Anderson; fourth, W. Knecht; fifth, S. Kransdorf. Time, 3:15.

Three-Mile Class B Handicap—Won by I. Savadkin, 30 seconds; second, H. Heldman, 30 seconds; third, S. Kneeter, 45 seconds; fourth, C. Garin, 45 seconds; fifth, Joseph Burns, scratch. Time, 7:57 4/5.

Five-Mile "Cork" Race			
Pos.	Rider	Hndcp.	Time
1	Joseph Burns	1:30	14:42 2/5
2	W. Knecht	45 Sec.	13:58
3	Bert Marquard	Scr.	13:17 1/5
4	A. Anderson	45 Sec.	14:02 2/5
5	J. Silver	15 Sec.	13:47 3/5
6	John Ramsdorf	45 Sec.	14:22 4/5

GANDINO WINS FROM SCRATCH

New York City—"Win from scratch! Nothing to it," says Barney Gandino, who did just this thing in the first two "cork" races of the season held by the Unione Sportiva Italiana.

Thirty riders started in the second U. S. I. "cork" race, Sunday, April 9, and Gandino, who rode from scratch, won the race, also taking fastest time. On account of the 20 riders who finished coming over the line in a bunch it was impossible to catch the positions of all the riders and only the first six were checked. They finished as follows:

Pos.	Rider	Hndcp.	Time
1	H. Gandino	Scr.	21:50
2	R. Sossi	30 sec.	22:50 1/5
3	J. Becker	30 sec.	22:20 2/5
4	T. Volpe	30 sec.	22:20 3/5
5	"Spots" Elsele	30 sec.	22:20 4/5
6	Dan Costello	30 sec.	22:21

Fast Time

Pos.	Rider	Hndcp.	Time
1	H. Gandino	Scr.	21:50
2	R. Bolognini	Scr.	21:55
3	R. Sossi	30 sec.	22:20 1/5

C. R. C. A. ALSO HOLD RACE

Brooklyn, N. Y.—On Sunday, April 9, the Long Island Division of the C. R. C. A. held a one-mile scratch point race and a five-mile handicap Class B race on Ocean Parkway.

The one-mile point race was won by F. Zibrow, beating out Herbert Hoglander, J. Tilgner, Harry Hoglander, C. Finklestein and H. Lindner in the order named.

The five-mile Class B race resulted in a victory for A. Lutz, riding from the limit handicap of 1:10 sec. The summary of the two races is as follows:

One-Mile Scratch—Won by Fred Zlerow; second, Herbert Hoglander; third, J. Tilgner; fourth, Harry Hoglander; fifth, C. Finklestein; sixth, H. Lindner.

Five-Mile Class B—Won by A. Lutz, 1:10; second, W. Newbold, 50 seconds; third, B. Borotli, 1:10; fourth, A. Fischer, 50 seconds; fifth, F. Sieferlein, 50 seconds; sixth, C. Finklestein, scratch.

PROMOTING NOVICE TRYOUTS

San Francisco, Cal.—The New Century Wheelmen are holding novice tryouts on the old race track, at Ingleside, and some promising riders are coming to the front. At last the Park Commissioners are having the old stadium in Golden Gate Park repaired so that it can be used as a track this summer. After much controversy, it has been decided that the new stadium is also to be in Golden Gate Park.

RIDERS PREPARE FOR SEASON

Baltimore, Md.—Members of the Maryland Bicycle Club are busily preparing for the coming racing season and may be seen most every night on the road. The first event of the season will be an open race meet by the Washington Cycle Club on the Potomac Speedway loop at Washington. The team, representing The Marylands, will probably consist of Conover, Mele and Zimmerman, although Spittle, Henkel and Edwards will also compete. A novelty feature of the meet will be a pursuit race on the nine-tenths of a mile loop. The size of the track will no doubt make this a most strenuous affair and the winner will have to do some real riding to get the long end of the purse.

Several of the local speed boys will also compete in the Camden-to-Atlantic City 60-mile road race scheduled by the Quaker City C. A. for May 7, among them, John Conover, A. B. L. state champion, and J. E. Nitz, Jr., formerly of the Crescent Bicycle Club, who is the holder of the Baltimore-Philadelphia road record. The showing of the latter will be watched with great interest by cyclists here as he stated after completing his Philly record run that he intended to go after a number of long distance records and local fans are anxious to see what he can do against fast competition. His Philadelphia record, however, indicated that he would be able to hold his own in any company.

JERSEY CITY WHEELMEN RIDE

Jersey City, N. J.—The Jersey City Wheelmen held another set of winter championship races on the boulevard last Sunday morning and the big surprise of the day was the winning of the Australian pursuit race by John Hallaran after riding 15 miles. Tom La Rossa was second; William Mollica, third; Charles O'Hara, fourth; John Fargo, fifth, and Fred Kramer, sixth.

Charles O'Hara successfully defended the brassard by defeating John Lacomino.

A two-mile open was also run and was won by Tom La Rossa with Frances Kenny, second; William Mollica, third; John Hallaran, fourth, and John Fargo, fifth.

Point Standing for City Championship		
Pos.	Rider	Pts.
1	William Wohlrab	77
2	William Mollica	60
3	Tom La Rossa	26
4	John Bruns	25
5	John Hallaran	19
6	Jack Hendershot	19
7	Frances Kenny	13
8	Louis Fay	8
9	John Fargo	6
10	Chas. O'Hara	6
11	Chas. Whitehead	6
12	Al Van Cott	2

BRONX COUNTY WHEELMEN RACE

New York City—A ten-mile point race was run by the Bronx County Wheelmen over the Pelham Parkway course Sunday, April 9, with 18 starters. The limit men found the going too strong before the end of the first lap, and retired. The back markers caught A. Riddett, who had 45 seconds handicap, at 7 miles, and from there on they all rode together; on the last lap, while climbing the long hill, Osterhammel and Kohn jumped the bunch and maintained their lead to the finish, Osterhammel just nosing Kohn out. Alckellin, scratch man, won the time prize. Summary is:

Ten-Mile Point Race—Won by Fred Osterhammel, 25 seconds; second, Joe Kohn, 25 seconds; third, A. Riddett, 45 seconds; fourth, A. Blechert, 15 seconds; fifth, William Stokes, 15 seconds; sixth, Eugene Alckellin, scratch. Time, 27:12.

One-Mile Unpaced for Pelham Trophy—Won by Joe Kohn, 2:21 1/5; second, A. Blechert, 2:38; third, A. Riddett, 2:41 3/5; fourth, Fred Osterhammel, 2:41 4/5.

DEALERS TO HOLD RACES

Stockton, Cal.—Dealers have combined to hold a race meet in the Park Saturday, June 15. This is where St. Onge held his gathering in Stockton. The Appeal Manufacturing & Jobbing Co. has donated a Dayton D. S. Racer, and other firms, in Northern California, are contributing valuable prizes.

HENKY WINS ANOTHER RACE

Brooklyn, N. Y.—William Henky again won the weekly "Cork" race held by the Empire City Wheelmen over the Shore Road Course on Sunday, April 9. This is the third successive Sunday that Henky has scored a first. Second honors went to William Wherry, while third place went to B. W. King.

ON THE BELL LAP

Live Comment on Current Cycle Happenings

By Walter A. Bardgett

THE "Association Handicap," a 25-mile race to be run by the Century Road Club Association, will be held on Sunday, May 14, over the Ocean Parkway, Brooklyn. May 21 is the rain date.

* * *

Alfred Goulet, the daddy six-day rider, postcards me from Bermuda, where he is taking a rest, that all is well. His post card shows the method of obtaining water in Bermuda. Why water, Goullie?

* * *

If the activities of the Cycle Trades of America can be taken for a criterion, there will be many cycle races held during National Bicycle Week. From all parts of the country requests for prizes are being received by the C. T. A. and the requests are being taken care of, too. It promises to be a great year.

* * *

Wedding bells are now in order for Elmer F. Bundt, the Buffalo, N. Y., amateur. Elmer is due to say ta ta to the bachelor boys this week. The bride to be is Miss Evelyn Leiser, one of Buffalo's fair daughters. Elmer expects to honeymoon at Newark and will try to show the amateurs at the Newark and New York Velodromes that a married man can still beat 'em.

* * *

Oscar Egg, the Swiss unpaced rider and six-day performer, was not among those that started in the Paris six-day race. Oscar was not in the race because they did not offer him what he considered a good contract. It also appears that because Oscar did not ride the Brussels six-day race, for which a Parisian newspaper man was booking agent, that Oscar was persona non grata for the Paris "grind" unless he decided to ride for what Oscar figured was insufficient francs.

* * *

Last Saturday the Bay View Wheelmen, the popular Newark organization, gave a reception and dance to two club members that have gathered in more or less fame. The two were David Lands and Willie Coburn, the winners of the Chicago six-day race. The pair gave the good sized crowd of well wishers a couple of home trainer exhibitions, Lands doing a half-mile in 29 2/5 seconds, and Coburn rode a mile in 1:01 3/4. After the exhibitions the president of the club presented two cups to Lands and Coburn, which were accepted by nifty speeches and the doing of the extreme honors—filling 'em—by the pair.

* * *

Anthony Beckman, the North Hudson Wheelmen's champion, seems to be in mid-season form. Anthony did a three-mile unpaced trial at Ridgely Park, N. J., in 14 1/5 seconds better than the next man and 12 1/5 seconds better than the existing record. He also made the quarter-mile unpaced mark at 32 1/5 seconds after Joe Hoviss had clipped 1 2/5 seconds from the record of 35 seconds. George Menzer made the same time as Beckman, 32 1/5 seconds. Beckman plans to go after other records after a sanction is given by the Amateur Bicycle League of America.

* * *

This year's professional sprint championship contest should be a grand and glorious struggle. Last year Kramer came through

to a tie with Ray Eaton, the great father of East Orange, and then was awarded the title after Ray was badly advised and refused to ride off the tie. Kramer, Eaton, Artie Spencer, who says he is to be very serious this year (and his looks show he has been training); Orlando Piani, the Italian, and Pierre Sergeant, the French sprinter, will be contenders. Caesar Moretti, the Italian, and Ernest Kauffman, the Swiss, may also be among those present. Who'll say that the titular battle will not be a good one?

* * *

Amateurs are always pictured as receiving groceries, suits of clothes, diamonds (near and far), medals, cups and sundry other junk, while it has been said that some amateurs have really accepted cash for riding in races. How shocking! But the Simon that wins the big feature handicap at the opening of the New York Velodrome, on Decoration Day, will receive a fine five-passenger automobile. Giving automobiles for prizes in amateur races may make good advertising and aids the press agent, but does it make for good amateurism and the keeping in the game of the winners? I doubt it. Last year a motorcycle was given away at the Newark Velodrome to the winner of an amateur handicap. The winner, I believe his name was Jessup, was not among the starters at that track very long after. The winner of the New York Velo-

drome automobile might possibly decide that automobilism is far better sport than cycling soon after he captures it, if he does not do the next logical thing—sell it. It takes considerable money to maintain an automobile and the average amateur has enough trouble securing a good racing outfit let alone supporting a gasoline and tire eater.

* * *

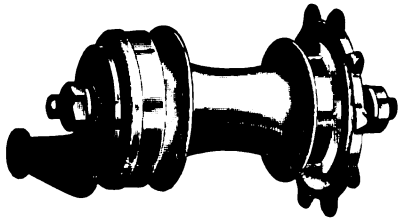
There has been a very keen contest in Buffalo for the indoor championship this Winter. William G. Schack has donated a trophy to go with the title and the flat-floor anklers are going after both with a vengeance. Last Friday, April 7, the final meet of the season at the 106th Armory was run. Points scored in open races, usually lap races, only were counted. Up to the 106th Armory meet, four riders were within 1 1/4 points of each other. Elmer Bundt led the riders with 14 points. Bob Schultz and Frank Seligman each had 13 points, while Ignatius Gronkowski was a half-point back of Schultz and Seligman. Joe Schieder, the veteran, had six points, and Carl Smith and W. T. Rasinski had 5 1/2 and 5, respectively. Carl Smith won the open race at the 106th Armory and that made his total 10 1/2. Elmer Bundt was second and that made his total 17; while Ignatius Gronkowski, who was third, scored two points, which makes a total of 14 1/2 points for him. One more race is scheduled, the meet for Saturday night, April 15, at the 174th Armory, winding up the season. Both Bundt and Gronkowski have a chance, while neither Schultz nor Seligman are by any means out of it. If Bundt or Gronkowski are eliminated in their heat on Saturday night it may be a case of away goes the championship. It is an interesting struggle.

* * *

The Newark Velodrome was not officially opened for the season last Sunday, the opening meet being carried over until Sunday, April 16. Inclement weather and other disturbances prevented the track from being finished in time to open. Some impromptu races were announced for the afternoon, however, and a good crowd turned out to look the plant and the races over. Bobby Walthour, Jr., met Vincent Markey, the Passaic rider, in the first race, a one-mile match. Walthour won and to him goes the credit of winning the first race on the new surface. Frank Cavanagh, the Behemoth; Anthony Young, the Newarker, and Harry Kaiser, of New York, then met for a three-cornered match. Young punctured after going about a lap and while he was on the flat Cavanagh came around and bumped into him and the Behemoth fell, receiving the honors of taking the first tumble and receiving a couple of "medals" on the knee and elbow. Kaiser finished alone. Charley Osterritter and Willie Keller, two Bay View lads, had a match race and Osterritter led his clubmate over the line. A number of other riders were out training and no doubt the track will be swarming with them all this week getting ready for the big opening meet. The professional events on the opening meet will be the Mayor's Stakes, a five-mile open; the Shanley handicap, a miss-and-out or an invitation and a match between Frank Kramer and Arthur Spencer. The amateurs will have a one-mile novice, a half-mile handicap and a two-mile open.



Ernest Kaufmann, Swiss sprinter, who may be seen in America this season



CORBIN DUPLEX COASTER BRAKE

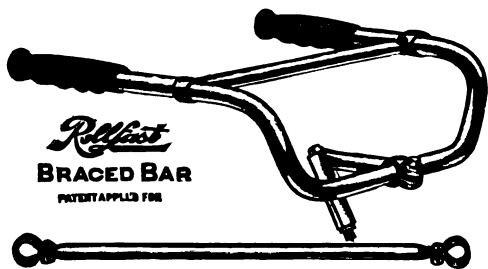
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Cannot rattle loose or come apart from vibration. Does not weaken the tubing by cutting large portion of it away, but manner of construction greatly strengthens the bar. Stem is adjusted same as on ordinary bar. Nickel-plating and finishing guaranteed to outlast nickeling and finish on any bicycle.

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NEW YORK CITY

QUESTION BOX

Transfers and Discs

(1)—How are transfers applied to the enamel of a motorcycle?

(2)—Do wheel discs have any helpful or retarding effect on the speed of a motorcycle?

(3)—What speed is the stock 1921 Model K Henderson capable of, and in average use what mileage can be got on a gallon of gasoline and a quart of oil?

Dolton, Illinois.

H. T. QUINN.

Answer

(1)—Transfers are put on the "color coat" of a tank as a rule. The transfer is moistened and put in place and when it adheres to the tank, the paper backing is removed gently. When the transfer is dry, the varnish coat is applied over tank and transfer. Of course, a transfer can be put in place over varnish, but it is better to take off the varnish at the point where the transfer is to be applied; put on the transfer and finally revarnish.

(2)—Only at very high speeds do wheel discs have any helpful effect. A cross-wind of considerable strength occasionally affects the riding of a disc-wheeled outfit, which would not be the case with wire-spoked open wheels. The amount of effect in general is inconsiderable.

(3)—Better than 70 miles per hour, if in first-class condition. Gasoline 55-65 miles per gallon and oil 250 miles per quart.

Ether and Moth Balls

(1)—In what quantities and how may ether be used for easy starting? Much has been said about ether for priming on cold mornings but no information has been given on its use.

(2)—Do moth balls increase power and speed with less gas and more air, and do they eliminate carbon or dissolve completely leaving no sediment to thin the oil or clog the carburetor.

San Francisco, Cal.

H. CAVANAUGH.

Answer

(1)—Mix ether in gasoline in a small bottle (less than 8 ounces) in proportion not greater than one part of ether to three parts of gasoline. Inject with priming gun, not over half a gun (Reading Standard or Indian size) to each cylinder of a twin. Keep the bottle well corked; a glass stopper is the best as it allows no leaks. Ether is very inflammable and is also an anaesthetic if inhaled, so care should be taken with it. Unless you have extra-severe cold in California, you ought to be able to start any motor in good condition by priming with gasoline alone.

(2)—Moth balls are generally made of naphthalene, a petroleum product. If of good quality they will dissolve in gasoline and not leave any impurities to clog the carburetor or thin the oil in the crankcase. They give neither increase of speed nor more power, nor do they eliminate carbon. If you can get good gasoline, you don't need moth balls or fuel-saving tablets.

Hired Motorcycles

(1)—Can you tell me of any place in New York or Brooklyn where I can hire a motorcycle and sidecar by the day and what the charge will be. Harley-Davidson or Henderson preferred.

Brooklyn, N. Y.

C. H. PARKER.

Answer

(1)—We cannot. As a rule, motorcycles are not hired like cabs, and we doubt very much if you could hire one unless you were well known to the motorcycle agents. A firm that hires vehicles has to have a special license from the city to do so, or is liable for violation of a city ordinance. The proportion of men who would desire to hire machines is not worth a dealer obtaining such license and even if he did, he would very

probably want his own driver to handle the outfit. Enquire at the Harley-Davidson and Henderson agencies.

Coast to Coast

(1)—What is the record for a motorcycle from coast to coast?
CARLES W. STRIEGEL.

Answer

(1)—Seven days, 16 hours and 16 minutes, made from the Pacific to the Atlantic by Allan T. Bedell, on a Henderson, June 13, 1917.

It Was a Freak Machine

(1)—Please let me know who makes the two-stroke rotary motor having six cylinders which appeared on the market in 1914 and 1915.

Sagua La Grande, Cuba. SR. FRANCISCO ASTORGA, C.

Answer

(1)—The two-stroke rotary motor referred to is long out of existence. It was a freak English design. No longer made.

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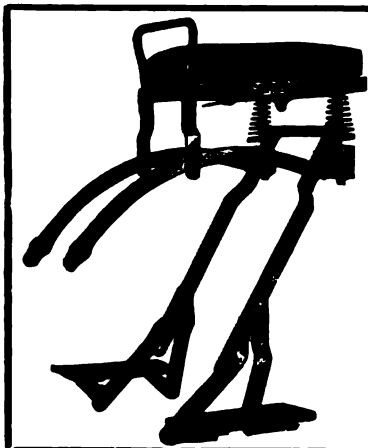
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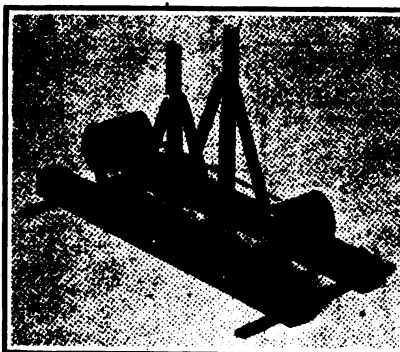
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Harley-Davidson Smashes Adelaide to Melbourne Record



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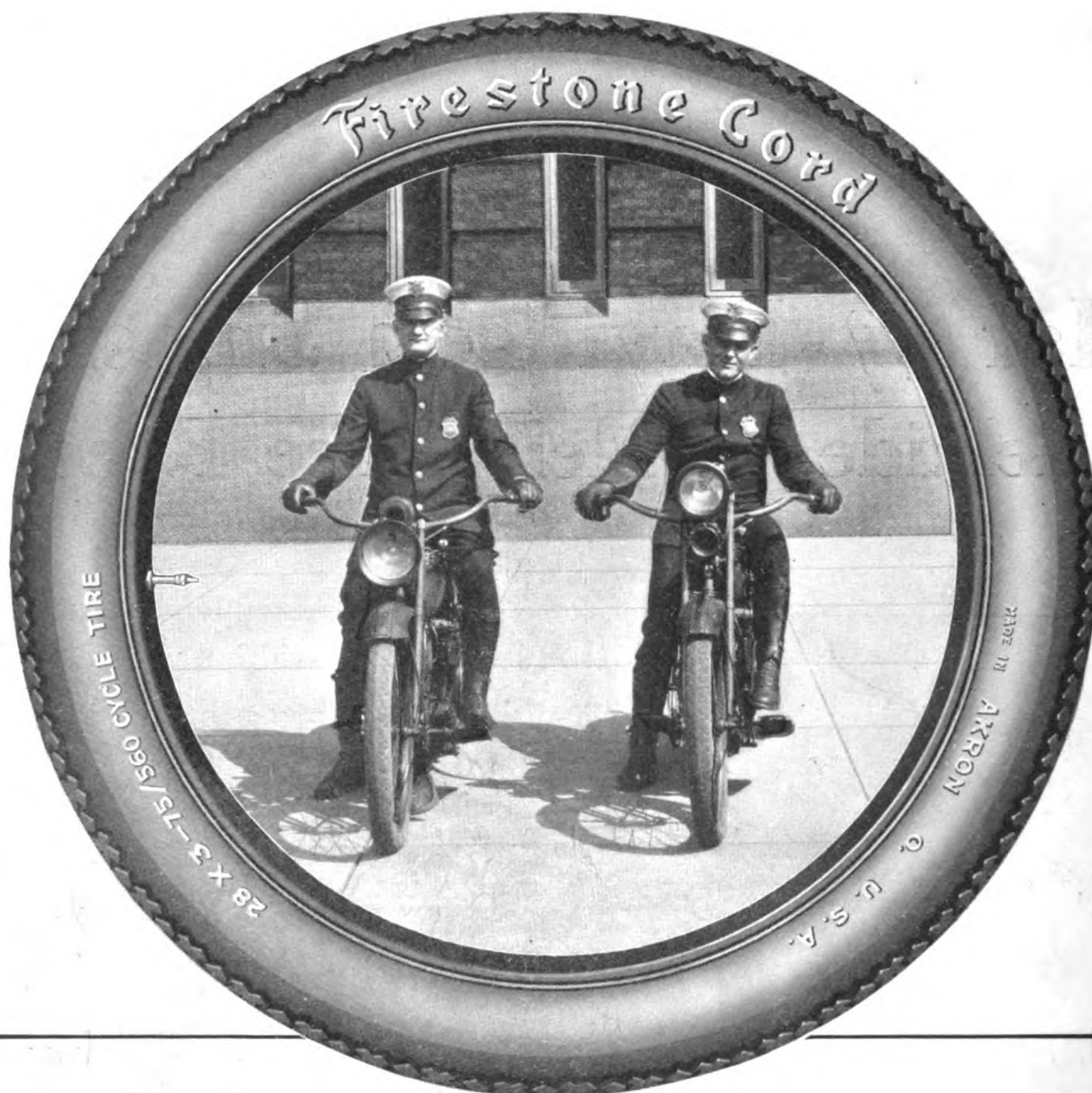
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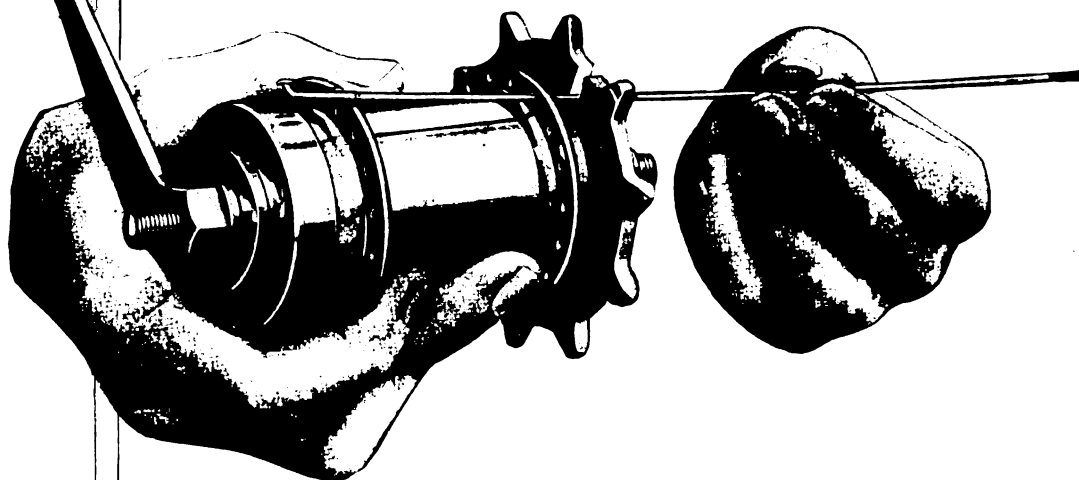
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NO LONGER is it necessary for repairmen to tear down the coaster brake assembly just to replace a spoke in the rear wheel! The MORROW slotted sprocket enables you to insert a new spoke from *left to right* or from *right to left* **THROUGH** the rear sprocket, without even removing the chain!

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Ride a Bicycle

ECLIPSE MACHINE COMPANY
ELMIRA, NEW YORK

Motorcycle & Bicycle ILLUSTRATED

Vol. 18

April 20, 1922

No. 16

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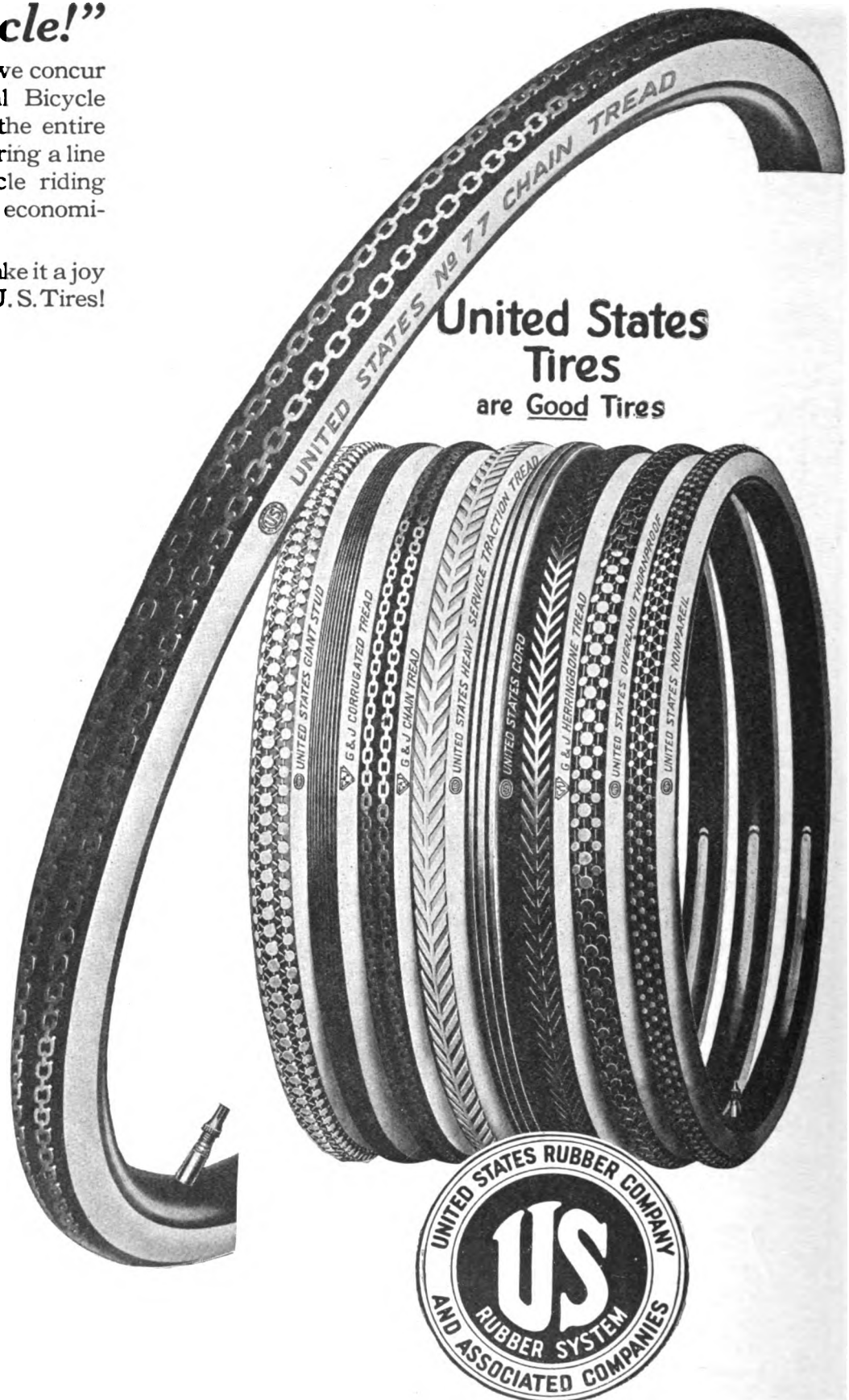
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"Ride a Bicycle!"

We endorse the slogan, we concur in the aims of National Bicycle Week, and we support the entire movement by manufacturing a line of tires that make bicycle riding easier, safer, surer, more economical and enjoyable.

"Ride a Bicycle"—but make it a joy instead of a job by using U. S. Tires!



For assurance of prompt attention to your wants, mention *Motorcycle and Bicycle Illustrated*

—and for those who love a motorcycle, where a little speed now and then finds favor, we have built our **Traxion Treads** to give them the utmost in safety, service and security.

Insist upon Traxion Treads!



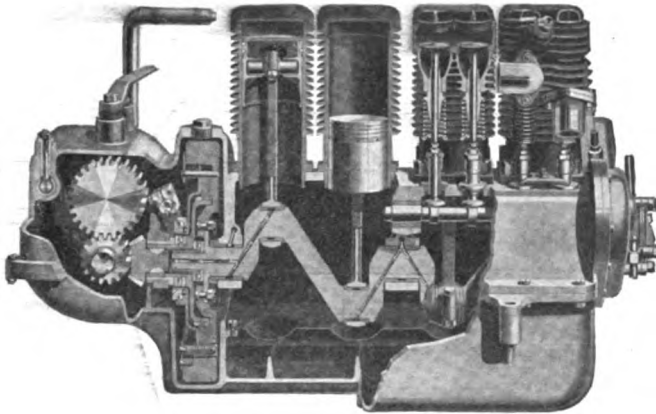
United States Tires
are Good Tires

TRAXION

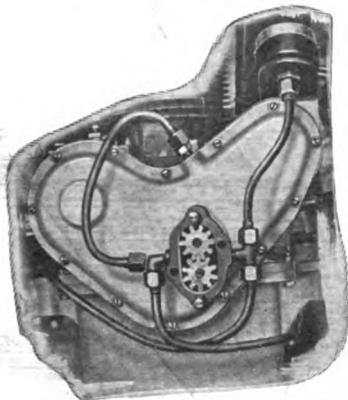
—designed to meet every motorcycling need

For assurance of prompt attention to your wants, mention **Motorcycle and Bicycle Illustrated**

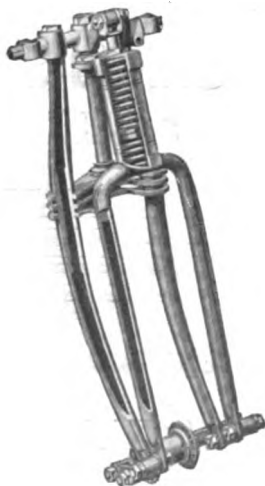
HENDERSON



Oil is forced directly into all Henderson main bearings and through the hollow crankshaft into all connecting rod bearings and into the transmission. No other motorcycle has this pressure-feed lubrication system.



Here's the positive Henderson oil pump—nothing to get out of order and the parts cannot wear for they're continually working in oil.



Your riding comfort and your safety are largely dependent upon your front fork. The Excelsior-Henderson fork is the strongest and the most resilient ever used on a motorcycle.

SPRING marks the opening—the grand jump-off of the motorcycle riding and buying season.

For the rider, the Excelsior-Henderson line offers machines to suit all pocketbooks and preferences—machines that will bring to the rider a new revelation of **HOW ENJOYABLE**, **HOW HEALTHFUL**, **HOW TROUBLE-FREE**, and **HOW**

PRESSURE-FEED lubrication is one of the real reasons for Henderson success. Oil is forced directly into all bearings—there's no guess-work, doubt or uncertainty about it. The simple gear pump maintains positive circulation of oil whether the weather is hot or cold. The amount of oil supplied is in proportion to the motor speed and need, whether you are traveling wide-open on the level, climbing mountain grades or idling down hill.

Every 500 miles or so, you replenish the oil supply in the bottom of the crank-case and then you're all ready for half-a-thousand more trouble-free miles. There's no oil tank—no hand pump—no further attention required.

Henderson oil consumption in the new models has been reduced 50 per cent.—cut in half. Riders all over the country tell us they're getting 1,000 miles and more per gallon of oil, with the new Hendersons.

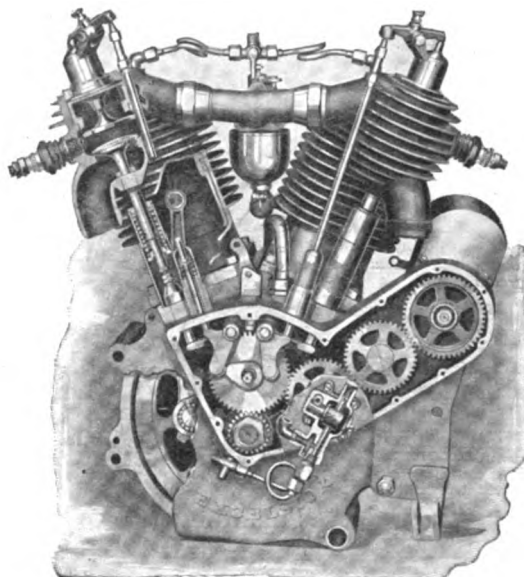
We'll gladly send you a catalog describing all the other advantageous Henderson features. Henderson sales territory is going fast. If there's no dealer in your town, **WRITE TODAY** for our dealer proposition.

EXCELSIOR MOTOR
3701 CORTLAND ST.

EXCELSIOR

ECONOMICAL MOTORCYCLING CAN BE.

For the dealer, the Excelsior-Henderson line brings new sales opportunities. The New Excelsior will more than hold its own with any other twin and it will please and satisfy riders whose preferences are for two-cylinder machines. The Henderson Models open entirely new selling fields, for they appeal to the automobile-owner sportsmen who may be interested in motorcycling but demand Henderson standards of smooth-running, quietness, comfort and reliability.



The New 1922 Excelsior motor gives you the power, the durability and the reliability of the Good Old X, and then some.

THE New 1922 Excelsior is better in every way than any previous model of the Good Old X. The New Excelsior oiling system (which can be installed in older models) adds pep, power and speed and insures longer life of interior motor parts. Overoiling of the front cylinder at slow speed is entirely eliminated, and yet the front cylinder gets an ample supply of oil at high speed. Oil consumption of the new Excelsiors has been materially reduced.

Then consider the many exclusive Excelsior features, built into the machine for your satisfaction and your convenience. The Kushion Sprocket cushions the power impulses; saves skids on slippery pavements; gives greater tire and chain mileages; saves you from jolts and jars.

The Excelsior removable frame bar facilitates disassembling of the motor for the annual carbon-cleaning.

The Excelsior handlebar clutch control is indispensable for solo riding. You can keep both hands on the bars and have both feet free to support the machine on slippery places or in starting.

Let us send you catalog.



The Kushion Sprocket of the Excelsior cushions the hefty power impulses of the sturdy Excelsior motor. It save wear-and-tear on rider and machine.



Greatly increased riding comfort and vastly longer service are afforded by the oversize $3\frac{1}{2}$ inch tires which are standard equipment on the Excelsior and the Henderson.

MFG. & SUPPLY CO
CHICAGO, ILL.



Cold Pressing small Atlas Balls. These automatic machines rapidly press chrome alloy steel into balls of uniform size. All steel is previously inspected to eliminate the least defect in quality.

Hot Pressing Atlas Balls larger than $\frac{1}{2}$ " diameter. Chrome alloy steel slugs are slowly and evenly heated, then pressed into ball shapes individually. This method insures uniformity of steel structure in every ball.

12 Tons of Crushing Weight Failed to Fracture This Ball

This mighty blow struck an ordinary half-inch Atlas Steel Ball—and the only happening of consequence was the sinking of the ball into the anvil top.

What *did not* happen to the ball bears mute evidence of the quality of the steel, and its heat treatment.

Exceedingly hard, tough and durable, the chrome alloy steel used in Atlas Balls affords remarkable resistance to the severest blow, shock, or pressure which commercial usage may apply.

Every $\frac{1}{2}$ " Atlas O. K. Ball will withstand over 12 tons pressure before fracturing—1" ball approximately 43 tons— $1\frac{1}{2}$ " balls 70 tons. These are loads far in excess of those met in actual service.

For years Atlas Balls have had the quality approval of the bearing industry and of industrial concerns which demand balls of extreme accuracy and strength.

ATLAS BALL COMPANY

Supervised by

SKF INDUSTRIES, INC.

165 Broadway New York City

726

ATLAS



STEEL BALLS

Made Under
SKF
Supervision

For assurance of prompt attention to your wants, mention *Motorcycle and Bicycle Illustrated*

NERACAR

"MOTORING ON TWO WHEELS"

Will Broaden Your Motorcycle Trade

**85 to 100
miles to the gallon
35 miles per hour**

SPECIFICATIONS

CHASSIS: Automobile Type Construction with Pressed Steel Frame.

MOTOR: Two-cycle $2\frac{1}{2}$ H. P.

CRANK CASE: Aluminum. Shaft mounted on roller bearing front; ball bearing rear.

CARBURETOR: Single jet automatic float feed with flexible wire control to right-hand grip.

DRIVE: Friction, five speed. Countershaft mounted on self-aligning ball bearings.

IGNITION: Hightension magneto.

ELECTRIC LIGHTS: Two head and one tail—magneto generator.

STARTER: Kick starter direct to engine shaft.

MUFFLER: Pressed steel with baffle plates.

TIRES: 26 x 3" Nonskid.

WIRE WHEELS: Mounted on ball bearings.

WEIGHT: Approximately 175 lbs.

SPEED: 35 miles per hour.

IN the automobile trade, manufacturers have supplied dozens of different types of cars, ranging from Fords to Packards, because every prospect cannot be sold the same type of car. Until the introduction of the NERACAR, the motorcycle trade had been limited practically to one type of vehicle. This has limited the sales opportunities of the motorcycle dealer.

The NERACAR will broaden your motorcycle trade, *creating new riders* among thousands of people who *want* two-wheel transportation but desire **LOW FIRST COST, CLEANLINESS, ECONOMY, and LIGHTNESS.**

The NERACAR is the most modern form of two-wheel transportation for every member of the family—male and female. A most convenient means of travel between home and store, office or club. It makes a pleasure of riding,—on one's own schedule. The broad mud guards protect the rider from mud, dust and grease. Either sex can

ride the NERACAR in clothes suitable for any occasion.

The low first cost—\$225—means volume sales. Our advertising will mean steady, active business. The dealer discounts will make it profitable business—besides it is a feeder for your other lines. Every NERACAR sold pays a profit that helps carry your overhead.

The upkeep cost of the NERACAR is extremely low. 85 to 100 miles on the gallon of gasoline—300 miles for one dollar. The NERACAR weighs only 175 pounds and can be parked and kept almost anywhere.

The maximum speed is 35 miles per hour. The low center of gravity, below the hubs, makes the NERACAR easy to handle and practically skid-proof. The low saddle position permits resting the feet on the ground at start and stop.

If you have the sales vision to see the possibilities in this new form of two-wheel transportation—*this opportunity to create NEW riders*—**WRITE TODAY** for particulars.

300 Miles for One Dollar

FULLY EQUIPPED

—NO EXTRAS!

\$225

AT SYRACUSE, N. Y.

Including 2 Electric Head Lights, Tail Light, Luggage Rack and Tools



NER-A-CAR CORPORATION, Syracuse, N. Y.

DIRECTORS

F. P. ASSMANN, Vice-Pres. The Continental Can Co., Syracuse, N. Y.

D. R. BULLEN, General Electric Company, Schenectady, N. Y.

ALEXANDER H. COWIE, Pres. Rochester & Syracuse Ry. Co., Syracuse, N. Y.

HUNTINGTON B. CROUSE, President Crouse-Hinds Co., Syracuse, N. Y.

J. ALLAN SMITH, President Neracar Corporation, Syracuse, N. Y.

KING C. GILLETTE, President Gillette Safety Razor Co., Boston, Mass.

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C. A. NERACHER, Syracuse, N. Y.

For assurance of prompt attention to your wants, mention **Motorcycle and Bicycle Illustrated**

The Product of

Long Experience
Expert Care
Sound Material
Skillful Design

Regular equipment of Indian,
Ace, Excelsior, Henderson,
Reading - Standard,
Sinclair Militor

"You want Wico"

The Standard Motorcycle Battery
Excels in Ampere Hour Capacity

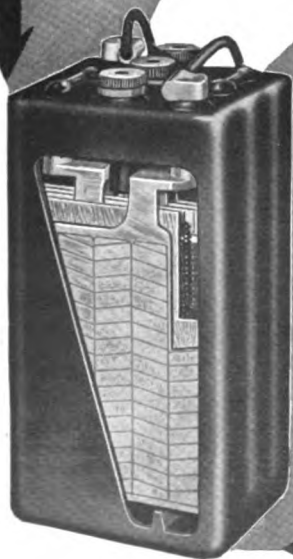
Light on an important subject—

Backed by

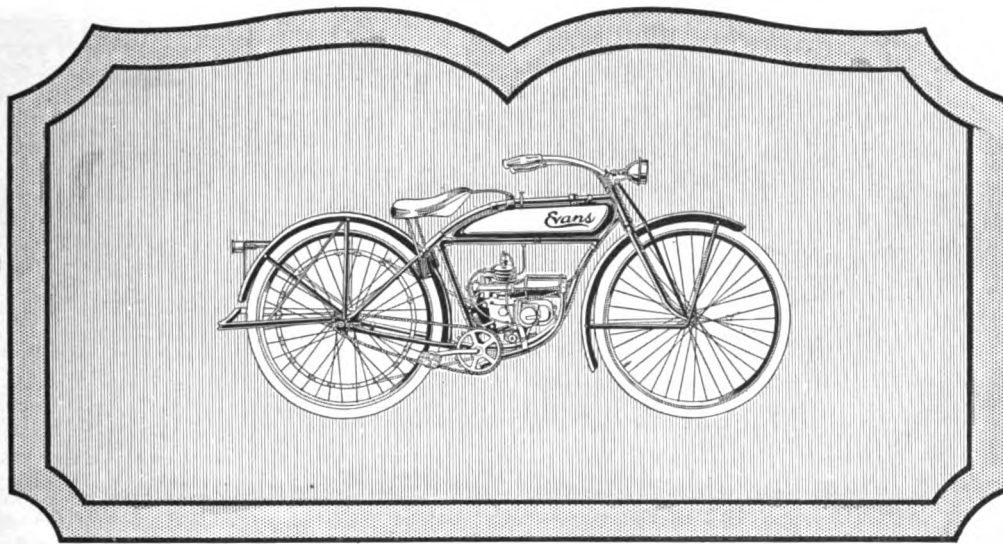
the only
Nationalized
Specialized
Battery Service
for Motorcycle
Riders

Wico Electric Co.
Springfield, Mass.

Pacific Coast Service, Northwest Wico Co., 144 12th Street, Portland, Oregon



For assurance of prompt attention to your wants, mention **Motorcycle and Bicycle Illustrated**



Do your prospects seek you?

Or is it hard digging for you to unearth them?

Your shop—the service you give—your methods of doing business—all tend to create customers. But it is **the products which you handle** that really bring the prospects into your shop.

And when you handle the EVANS POWER CYCLE the prospects **do** come in for they know of the wonderful convenience of the personal transportation afforded by the EVANS, its reliability and its initial economy and operation.

It is a real seller, affording you real profits.

Will you be prepared for this spring business?

Price now—only

\$135

Your territory may
still be open.

Wire or write
to-day.

CYCLEMOTOR CORPORATION
Rochester, N. Y.

Evans
Power-Cycle

For assurance of prompt attention to your wants, mention **Motorcycle and Bicycle Illustrated**

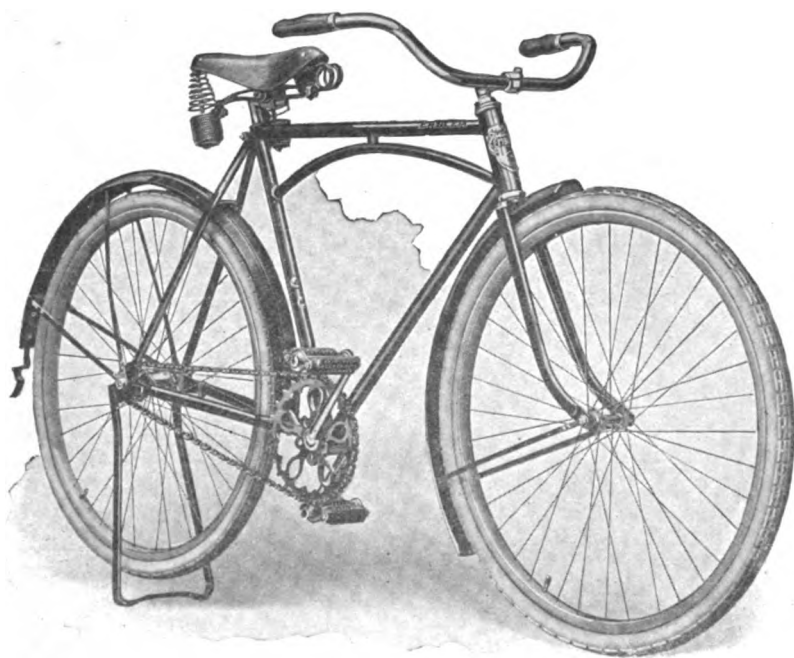
NEWS Baker, Murray & Imbrie

INC.
(NEW YORK SPORTING GOODS CO.)

97 Chambers St., New York, N. Y.

Important Announcement to the Trade EMBLEM BICYCLES

Now Being Distributed Through the Jobbing House of
Baker, Murray & Imbrie, Inc., in New England
and Eastern New York



EMBLEM, Model 144

THE announcement that EMBLEM BICYCLES are hereafter to be distributed in New England and Eastern New York through the well-known jobbing house of Baker, Murray & Imbrie, Inc., is an important item of news to the bicycle trade in that territory.

It is important to the manufacturers of EMBLEM BICYCLES for the reason that they thus secure an adequate representation in these states, the aggressive and persistent merchandising policy of Baker, Murray & Imbrie making it certain that all active retail dealers and a major portion of riders in the above named states will soon become familiar with this splendid line of wheels, which hitherto has not been as well known in the East as a number of other makes.

It is important to Baker, Murray & Imbrie because it adds to their already comprehensive stock an exceptionally well made, finely equipped and very handsome line of bicycles which is complete in every particular, made in all styles and sizes, for adults and children of both sexes, and which are sold at a moderate scale of prices.

It is important to retail bicycle dealers in New England and Eastern New York, as these bicycles are sold on the exclusive agency plan, enabling dealers to control

territory and maintain the regular list prices, free from the injurious results of local competition, and securing to them the legitimate profits to which they are entitled. It is likewise advantageous to these dealers to handle EMBLEM BICYCLES, for Baker, Murray & Imbrie are carrying a large and representative stock of these wheels in their New York warerooms, and have a full line of them set up for display in their wholesale show rooms at 97 Chambers Street, New York City. They are therefore able to ship immediately on receipt of orders, and there is no need to wait for factory shipments. Dealers in and about New York, and even those at a distance who occasionally come to the metropolis, will find it to their advantage to visit the show rooms and made a careful inspection of these wheels.

EMBLEM BICYCLES are the product of manufacturers who have been for thirty years engaged in bicycle construction, and have consistently and conscientiously endeavored during all that period to put into their wheels every improved feature that sound engineering and practicality demanded, and to include all the refinements suggested and desired by experienced riders.

EMBLEM BICYCLES are made in the following models and styles:

Model	Style	List Price
56	Track or Road Racer	\$50.00
74	Boy Scout	50.00
144	Curved Truss Frame	52.50
114	Heavy Service Scout	55.00
35	Women's Roadster	52.50
32	Men's Roadster	50.00
25	Girls' Juvenile	45.00
72	Boys' Juvenile	45.00

ARROW RACING BICYCLES, for which Baker, Murray & Imbrie are general distributors, were produced to meet the demand for a track and road racing wheel of the foreign type which is now popular among professional riders. Arrow Racers have B. S. A. fittings throughout and the highest grade equipment. Specifications are as follows:

FRAME—Flush joint, 1 in. tubing of special alloy nickel steel, finest made; stock size 21 in. with 2½ in. drop; other sizes to order (allow ten days to manufacture). FORK—English box crown, full nickeled. HANGER—Genuine B. S. A., 4½ in. tread, 1½ in. chain line. SPROCKETS—24 tooth front, 7 tooth rear. GEAR—96. CHAIN—Duckworth special racing, block type, 3/16 in. by 1 in. pitch. HUBS—Genuine B. S. A., wide spread. SPOKES—Diamond "E." RIMS—French type, laminated, natural finish. TIRES—Palmer-Armstrong racing. HANDLEBAR—Belgium racing. GRIPS—Sponge rubber. SADDLE—Persons' track racing. PEDALS—Star No. 4 racing, 9/16x20 B. S. A. thread. FINISH—Best plain black, with red arrow (full length) on top of upper tube; other colors and special decorations to order. The list price is \$60.00.

For assurance of prompt attention to your wants, mention **Motorcycle and Bicycle Illustrated**



VICTOR, Model H.

VICTOR BICYCLES were among the pioneers forty years ago, and are leaders today. Many features now accepted as standard in bicycle building were originated in Victors. Victors and quality have always been synonymous. Among present day Victor features are:—One-piece forged seat cluster, reinforced integral frame head, forged one-piece hanger bracket, sleeve crank hanger bearing, recessed front sprocket, one-piece forged fork crown, and many other well-known Victor "points of perfection."

The New York Sporting Goods Co. are the sole distributors of Victor Bicycles which are now made in all styles and sizes, and are sold on the exclusive agency plan. Styles and sizes are as follows:

Model	Style	List Price
H	Professional Racer	\$60.00
G	Amateur Racer	45.00
A	Men's Roadster	45.00
AHB	Boys' Humpback	45.00
B	Arch Trussed Frame	50.00
MB	Motor-Bike	55.00
C	Women's Roadster	50.00
JB	Boys' Juvenile	45.00
JG	Girls' Juvenile	45.00



PIERCE, Model 10-11-12

PIERCE BICYCLES, the "tried and true" mount of the previous generation of bicycle riders, is a favorite with the present one. While some makes of bicycles have risen to temporary popularity none has held its popularity as solidly and as consistently as has the Pierce. The reputation enjoyed by Pierce bicycles is a high one and is well merited. These bicycles have always been, and still are, made from the most carefully selected materials by the highest obtainable skill, and these are the reasons why Pierce popularity shows no evidence of waning.

Baker, Murray & Imbrie, Inc., are continuing the general distribution of these wheels in New England, Eastern New York, New Jersey and Pennsylvania, and are selling them on the exclusive agency plan. The full line of Pierce models and styles is as follows:

Model	Style	List Price
11	Arch Truss Frame	\$57.50
10-11-12	Diamond Frame	55.00
DBMB	Rough Rider	60.00
SBMB	Boys' Roadster	55.00
17	Ladies' Roadster	57.50
BR	Amateur Road Racer	50.00
121	Professional Track Racer	65.00
KS	Kramer Special Track Racer	65.00

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PALMER - ARMSTRONG RACING BICYCLE TIRES are the favorites of all experienced racing men—and have been for twenty-five years. Their valuable features have frequently been imitated but never equalled. They are hand-made throughout, of wrapped cord construction, the cords of a size and quality found by extended experience to be the best, the rubber the very highest quality, with an exceedingly tough red rubber strip on the tread, and a felt strip underneath to prevent rim cutting.

PALMER-ARMSTRONG tires possess the very highest resiliency, and their durability and reliability are such that track and road racing men "who ride to win" almost invariably use them. Riders of Palmer-Armstrong tires are always found among the prize winners.

The New York Sporting Goods Co. are the sole distributors of these celebrated tires, and their list price is the same as it was "before the war," \$10.00 per pair.

HARTFORD BICYCLE TIRES, the good old reliable, known for more than a generation and enjoying a firm popularity among road riders ever since the "safety" type of bicycle has been on the market, are now obtainable through the bicycle trade, Baker, Murray & Imbrie, Inc., having made arrangements with the manufacturers to handle this always satisfactory line and market it through bicycle dealers. HARTFORDS are made with all the old time thoroughness and quality, and in a wide variety of modern treads. Styles and prices are as follows:

Model	Style	List Price Per Pair
77EH	Extra Heavy Service Type	\$7.50
77	Non-Skid Road Type	6.00
75	Big Stud Service Type	6.00
70	Thornproof Road Type, Red Tread	5.25
50	Studded, Road Type, Red Tread, 28 in.	4.75
50	Studded, Road Type, Red Tread, 26 in.	4.30
50	Studded, Road Type, Red Tread, 24 in.	4.15
50	Studded, Road Type, Red Tread, 20 in.	4.00
80	Cord Racer, Racing Type	6.00

BICYCLE SUNDRIES

In addition to the special lines of bicycles and tires listed in the preceding paragraphs, Baker, Murray & Imbrie, Inc., carry a most complete line of dependable bicycle merchandise covering all varieties of parts, sundries and accessories, which are sold to dealers only at competitive prices. Whenever it is possible to obtain standard goods at price reductions, Baker, Murray & Imbrie grasp the opportunity and lose no time in passing along the saving to their very large list of dealers in the Eastern States. Dealers who do not regularly receive their frequently issued special bargain sheets and new price lists, should write and ask the company to place them on the mailing list, also requesting dealers' price lists and terms.

TERMS TO DEALERS ON BICYCLES—Two per cent. cash discount 10th prox.

TERMS TO DEALERS ON TIRES AND SUNDRIES—Five per cent. cash discount 10th prox.

Baker, Murray & Imbrie Inc.

(NEW YORK SPORTING GOODS CO.)

97 Chambers Street New York, N. Y.

Dayton
Bicycles

YALE BICYCLES

National
Bicycles

SNELL BICYCLES

THE DAVIS SEWING MACHINE CO.

100 LINDEN AVE.

DAYTON, OHIO

For assurance of prompt attention to your wants, mention Motorcycle and Bicycle Illustrated



The Truth About Robinson Crusoe's Shirt!

SUPPOSE YOU were stranded on a desert island far from the path of ships.

Suppose your only salvation lay in attracting the attention of some wandering cargo carrier—and your only signal was a shirt.

You wouldn't want it to be an ordinary shirt—a colorless garment that would be invisible a few feet away. No—you would want it to be vivid in color—preferably red—a shirt that could be spied miles away when nailed to a pole on top of the highest hill on your island.

Robinson Crusoe was lucky in that he possessed a red shirt. It attracted attention and finally effected his rescue. A white shirt wouldn't have done the job.

How does this connect up with the bicycle business? Like this—

A lot of bicycle dealers today are on the desert island of "poor business." They are not selling a bicycle line backed by the prestige and reputation of years—and the public is passing them by. They are using a white shirt to attract attention instead of a red one.

A successful bicycle business (the kind you want, and the kind we want you to have) is only certain of realization if you sell bicycles that make for satisfied customers.

Riders of Davis-Made bicycles are boosters. They are convinced that nothing on two wheels can compare with their Davis-Made bikes for speed, endurance, easy running qualities, handsome appearance—and for their almost unbelievable ability to keep away from the repair shop.

That's why Davis dealers are not stranded on the desert island of "business depression."

Think what the Davis Dealer franchise will mean to you! The nation-wide prestige of Davis-Made bicycles lessens sales efforts, means larger volume, quicker turnover, greater profits. And more than that, you will be handling the lowest priced bicycles on the market, construction and equipment considered. You will be backed by helpful sales and advertising co-operation.

You will secure dependable service. You will be backed by the world's largest bicycle manufacturer with more than 27 years' experience in bicycle building.

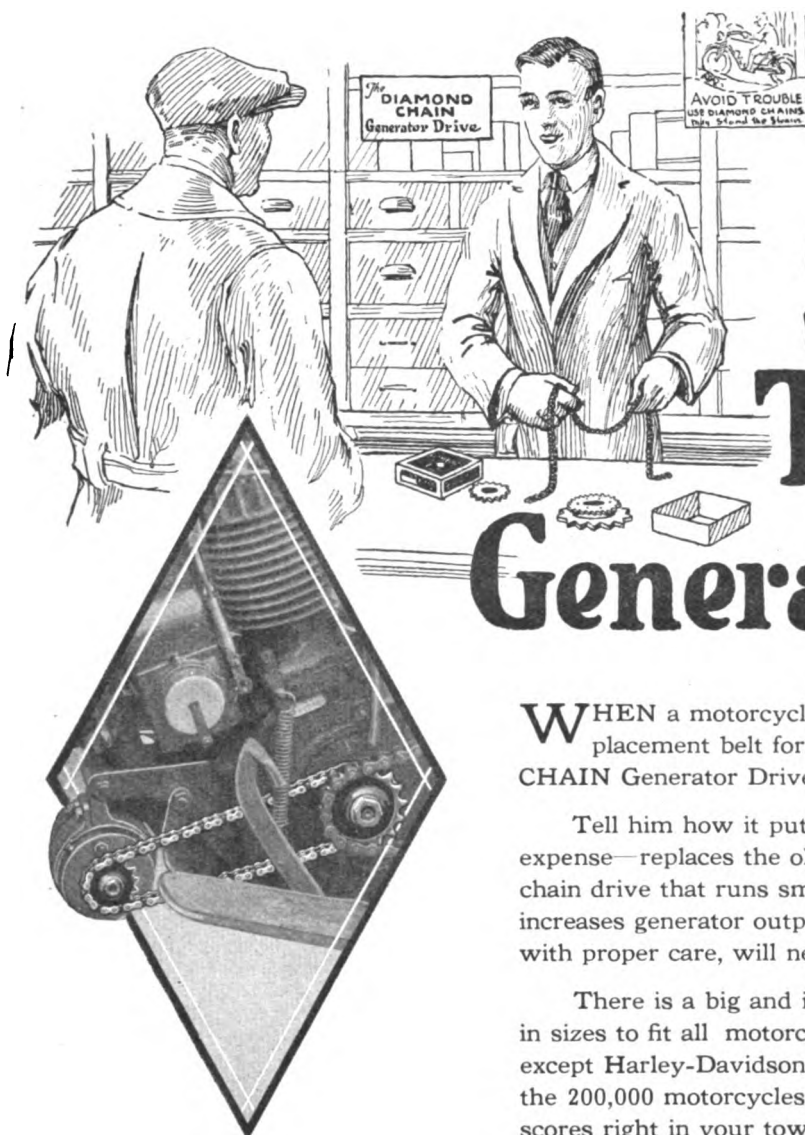
Stop using a "white shirt" to attract the attention of buyers. Investigate our money-making proposition today. Write or wire.

We want you as a member of the Davis Dealer Family. You are not playing fair with yourself if you don't write us right away, asking us to tell you the big story of how easy it will be for you to increase your bicycle business and build bigger profits than you have ever enjoyed before. We're looking for your letter.

THE DAVIS SEWING MACHINE CO.

100 LINDEN AVE.

DAYTON, OHIO



Sell Him This Better Generator Drive

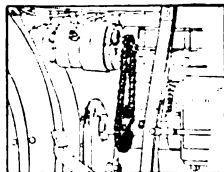
WHEN a motorcycle rider comes into your store to buy a replacement belt for his generator, show him the **DIAMOND CHAIN** Generator Drive.

Tell him how it puts an end to generator drive troubles and expense—replaces the old-style belt with a positive, quiet, durable chain drive that runs smoothly and never slips. Point out that it increases generator output, insures ample light for every need and with proper care, will never need replacing.

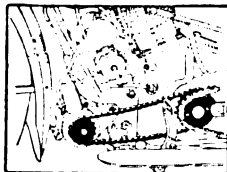
There is a big and immediate market for this drive. It is made in sizes to fit all motorcycles equipped with Splitdorf Generators, except Harley-Davidson models, and hence is adaptable to most of the 200,000 motorcycles now in service. Thousands of riders—scores right in your town—will buy new generator drives this season. Sell them **DIAMOND CHAIN** Drives instead of belts. You'll more than double your profit on each sale and the rider will get better, longer service and more satisfaction.

NOW is the best time to push this drive. Display it in your store and windows. Show it installed on one of your stock machines. You'll find this effort is well worth while. Your jobber has this drive and can fill your orders promptly. Write him today.

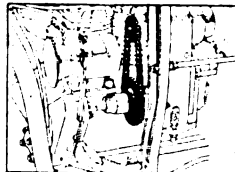
DIAMOND CHAIN & MFG. CO., Indianapolis, U. S. A.
Makers of High Grade Chains and Sprockets Since 1890



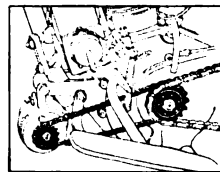
On the Ace



On the Excelsior



On the Henderson



On the Indian



On Reading Standard

DIAMOND CHAIN

Generator Drive for Motorcycles

For assurance of prompt attention to your wants, mention *Motorcycle and Bicycle Illustrated*



Motorcycle & Bicycle ILLUSTRATED



VOLUME 18

New York, April 20, 1922

NUMBER 16

MERCHANDISING

THERE is as much A No. 1 merchandising ability among the retail dealers in the cycle field as there is to be found in any other group of merchants.

This merchandising number of *Motorcycle and Bicycle Illustrated* proves it.

Like every other class of retailers, the dealers who sell motorcycles, bicycles, juvenile vehicles, and accessories, have their own particular problems, and while the fundamental principles of good merchandising are much the same in all lines of retailing each group of merchants has its special field which must be cultivated in its own special way.

And just as the same methods will not bring the same results to the farmers in all sections of the country, the same merchandising methods will not produce the same results for the cycle dealer in different territory. But no matter whether it be in Maine or California the farmer knows that intensive cultivation will bring the greatest yield per acre.

Intensive cultivation is just as important in the cycle field. In this merchandising number of *Motorcycle and Bicycle Illustrated* has been collected many examples of intensive cycle merchandising from all parts of the country; ideas that have been worked out by successful dealers and which they have put into operation with satisfactory results. In compiling this text book of cycle merchandising plans, care

has been taken to select those which have the most general application, omitting such as may have been successful under special conditions but which might not be practical or adaptable to conditions the country over.

Considerable space is given to the methods of obtaining prospect lists, for the first thing that a cycle merchant must have, after he has stocked his store with

things to sell, is customers. He cannot figure with the butcher and grocer and the clothier, that everyone must eat and wear clothes and therefore everyone is a prospective customer. The cycle merchant knows that it would be a waste of effort to try to sell to everyone, and that to get the greatest volume of sales he must concentrate on the most likely prospects. Who these prospects are and how they may be interested is what the dealer wants to know. There are numerous good ways of finding out, and these are clearly and briefly explained in this issue.

Once having got a line on a prospect, the next step is to get him into the store. There are different ways of doing this and several of them are outlined in this paper.

The "follow-up" letter system has proven effective in many localities. Writing "follow up" letters is not as difficult as it may seem. The most important thing to remember is that the letter is a substitute for a personal interview, and it should be written as you would talk to the prospect if you had him face to face. A set of three such letters which have brought excellent returns to the dealer using them is one of the features in the following pages.

The "used" machine situation has probably caused more worry to the motorcycle dealer than almost any other one thing. How to avoid having a lot of capital



The last storm of Spring



A Spring Saturday afternoon exploring party

tied up in second-hand machines and still be able to do business with the many prospects who desire to turn their old machines in as part payment for new ones has kept many a dealer from sleeping well. But even so knotty a problem as this has been untied by dealers who have made their used machine business a source of good profit. Several of the succeeding pages are devoted to telling how they did it.

The success of the bicycle and motorcycle dealer, like the success of merchants in all lines of business, depends on the good will of their customers. It is not enough to make a sale. The customer must be kept sold, and developed into a booster for the store. It is no harder for the cycle dealers to do this than it is for the shoe dealers. They are doing it in various ways all over the country.

How some of them are succeeding is told in this issue.

There may have been a time when cycle dealers did not appreciate the importance of an attractive show window, but not any more. The selling possibilities of a well arranged window display, the fundamental principles of window dressing and a page of suggestions for catchy displays are among the many interesting features that deserve a careful reading.

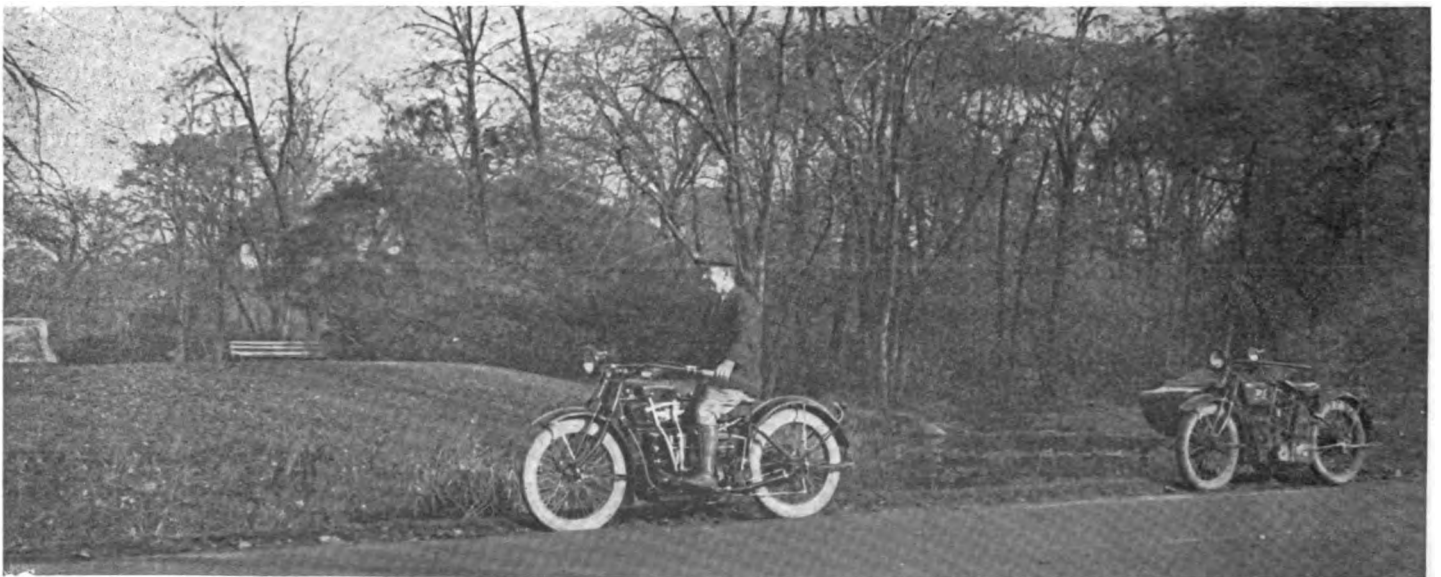
But being a good salesman is not the only thing necessary to the success of a cycle dealer. He must know how to organize his business and keep his accounts and records in such shape that he can tell at any time whether he is making or losing money, for the primary reason he is in business is to make money. Just because a dealer has a large turn-

over is no assurance that he is making money. There may be leaks which he has overlooked and which absorb all the profit and even cause a loss. The problems of management are also given an important place in this Merchandising Number.

Space will not permit a longer introduction to the editorial pages. Nor is it necessary. They will speak for themselves.

And so will the advertising pages. These are just as important to the dealer as the editorial material, for no matter how good a salesman a dealer may be, he can't build up a big business unless he carries the right kind of merchandise to attract the prospects and satisfy them.

The best guide to the right merchandise is the advertising section of *Motorcycle and Bicycle Illustrated*.



The trees are leafing out and the riders are turning out



She rides her bicycle to the bathing beach and reads her copy of "Motorcycle and Bicycle Illustrated" between dips at Palm Beach, Fla.

Society Takes *to the* Bicycle

SOCIETY took to the bicycle at Florida resorts during this past Winter in greater numbers than in any year past, figuring even the good old days of long ago.

Northern visitors to Palm Beach and West Palm Beach rode their bicycles to the golf links, to the bathing beaches and to various other nearby diversions. It was no uncommon sight to see thousands of bicycles lined up near the beach at Palm Beach while their owners were in bathing. The photograph at the

bottom of the page proves that in a most convincing manner.

When Fred St. Onge, the Cycle Trades of America missionary, was at Palm Beach and West Palm Beach he organized a parade with hundreds of cyclists, many of whom were social favorites, in line.

The same may be said of Daytona, Miami and other Winter resorts in the Peninsula State, which proves that society knows the best means of transportation.



Thousands of bicycles parked at the Casino, Palm Beach, Fla., while the riders are in bathing

How to Analyze Your Territory

By Dieux Wheeler

EVEN a farmer mentally analyzes his territory. He knows which fields are only good for grazing. He knows soil and drainage conditions and the bearing these factors have on the productivity of his land. He has analyzed his territory and knows what sections are fertile and what fields must first be treated to become productive.

The motorcycle dealer should know his territory as thoroughly as does the farmer. He should know what revenue he can wrest from it—what percentage is actually workable—and what percentage will require fertilizing, or the practise of unusual or even unnatural advertising and sales methods to develop.

Let us, as an illustration, take for analysis a city of 20,000 population. (There are more than 500 cities of 20,000 population and over in the United States.)

First, we will divide the block of 20,000 people by sex. The average division is 50 per cent. males and 50 per cent. females. It rarely varies more than one-half of one per cent. either way. The 50-50 division according to sex will be accurate enough for our purpose. We have then, after the first dissection, 10,000 males in our possible prospect field in process of a "boil-down."

The percentages used here, we might say, are gained from the late census statistics of a representative American city.

Of this group of 10,000 males, 84.5%, or 8,450, are employed. The latter figure includes boys of ten years employed part time after school, Saturdays, holidays, etc., as well as old men who work a few hours a day.

The next cutting will narrow the male employed field to 4,792 men of ages 18 to 44 inclusive. This figure is 47.92% of the male population of this city of 20,000 people, or 56.71% of the employed male population.

These 4,792 men are your prospects for motorcycle sales. True it is that a certain minor percentage are so situated, or minded, that they will not entertain your proposition. Yet, they are possible prospects and the "live" dealer has a prospect file divided into three classifications, namely: "Hot," "Luke Warm" and "Possible." There is no need for working the "possible" prospects if the "hot" and "luke warms" keep you busy or eat up your quota of machines. But, in the lean years, when we glean the fields, don't minimize the productivity of the "possibles."

Now for the dissection of our male

employed "bloc" into trade, professional and other vocational divisions, 40.8%, or 1,955 of the 4,792 are employed in manufacturing. 15.5%, or 743, are in the trade, or retailing, wholesaling, etc., division. This is the second largest

IN the average American city of 20,000 people there are 4,792 motorcycle prospects. Of these 4,437, between the ages of 18 and 44, are "good" prospects. The others are possibilities. If a dealer sells to one per cent. of the good prospects in a year he will dispose of 443 machines.

Why not make an analysis of the possibilities of your territory, along the lines suggested in this article, and then inaugurate a sales campaign to get at least one per cent. of them during the next twelve months?

group. 14.5%, or 695, are engaged in clerical occupations. 9.1%, or 436, work at transportation in all its phases and branches. In the professional service we find 5.3%, or 254. In public service we have 2.1%, or 101. 12.7%, or 608 (the remainder) is difficult to classify, being made up of various and many vocations. For this very reason it should not be considered as only a possible prospect field.

Of these seven classifications of employment, only two should be considered as merely possible fields. The others are very probable—chances of selling are good. The two possible classes are "professional and public service." We will return to them later in this article.

The major class of 40.8% of the employed men of ages 18 to 44 inclusive engaged in manufacturing has always been a good motorcycle-buying class. Methods for selling to this class have been given in *MOTORCYCLE & BICYCLE ILLUSTRATED* many times. We will only touch on a few here.

Some manufacturing plants have what is known in the advertising profession as "internal house organs." These are small publications fostered by the firm and circulated among the employees. Such periodicals carry uplift and success articles, safety first treatises and "personals," or news of the employees' activities in and out of the plants.

Sometimes advertising space can be bought in these publications—often at a

very reasonable rate. It is an excellent medium through which the dealer can talk to prospects in the largest motorcycle field. Other methods are handing out circulars, folders, or dodgers, or demonstrating your machine at the factory exits when the workers quit for the day.

Additional methods of combing the manufacturing class thoroughly can be worked out with a little thought. The field is rich.

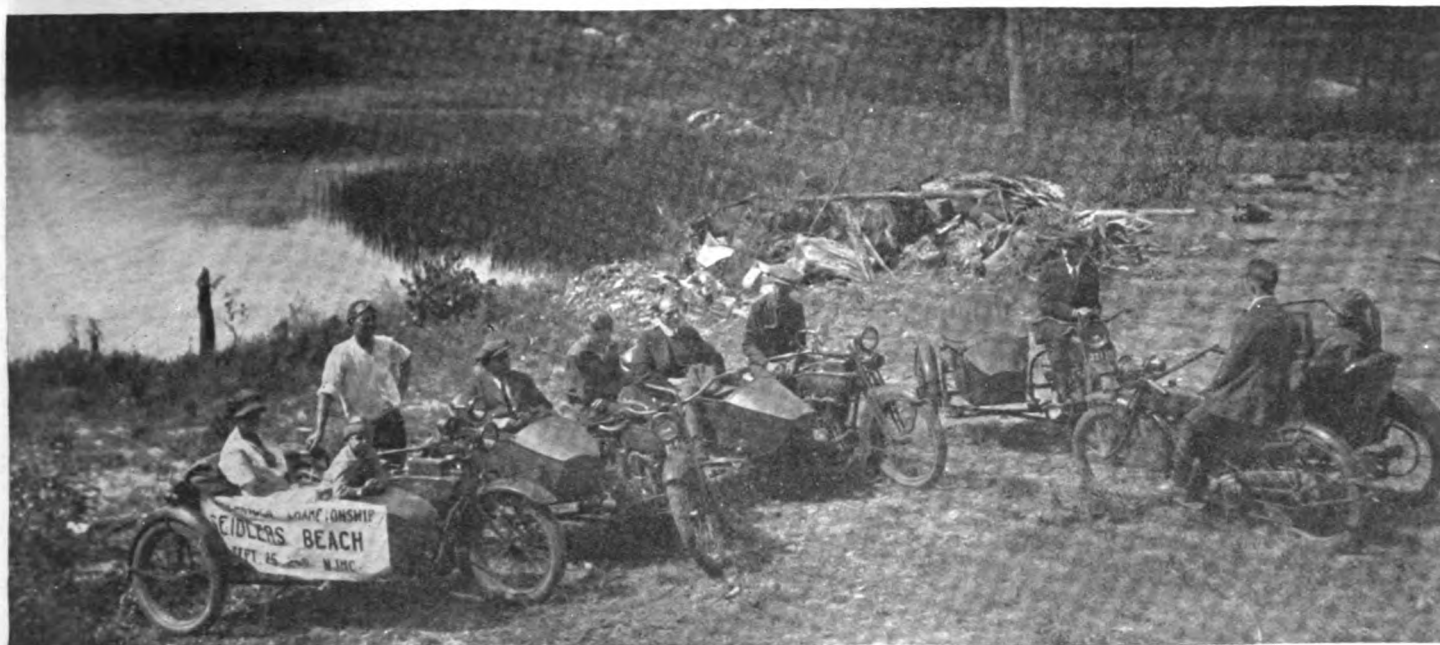
The next largest class (15.5%) is labeled "trade." It presents a little more difficulty in working because the men of which it is comprised are not to be found in large bodies as in the manufacturing class. They are, however, as good motorcycle prospects as the factory men. In the case of large wholesale, jobbing, distributing and retailing houses, employing many men the same methods as used in working the factory class can be adapted to the second largest class.

To reach the employees of retail stores is a simple matter by the expedient of making their acquaintance through purchases at their counters. Friendliness goes a long way towards generating the interest that may develop into sales for you. A subtle hint, now and then, on the joys of trips into the country starts the germ working in many cases. Emphasis should always be placed on the cleanliness of motorcycle riding when speaking to the trade employee who is careful of his appearance. Let that cleanliness suggestion "start at home." Dress in neat riding clothes and use your influence on your own employees to this end. The impression must be general in order to gain by it.

The third class, of 14.5% of the motorcycle dealer's prospects, is the clerical, office worker, or "white collar" class. Several of the sales "weapons," or methods, described above can be used on this coterie. Again, cleanliness must be stressed. Meet the clerical worker at his club, or even at his church if you can. Make opportunities to pick him up and take him in your sidecar to his home or to his work. Give him clean, safe rides without hair-raising tricks and speed unless he requests them. He's a good type to get as a motorcyclist and represents a step in the spreading of motorcycling into a class that is as yet only starting to open to the two and three wheeled industry.

The fourth class in size, being a miscellaneous employed class, we will cover later in his treatise.

The fifth class of 9.1% is engaged in transportation work comprising steam,



A bunch of New Jersey enthusiasts on their annual outing to Seidler's Beach

electric, water, and automotive shipping and passenger carrying enterprises.

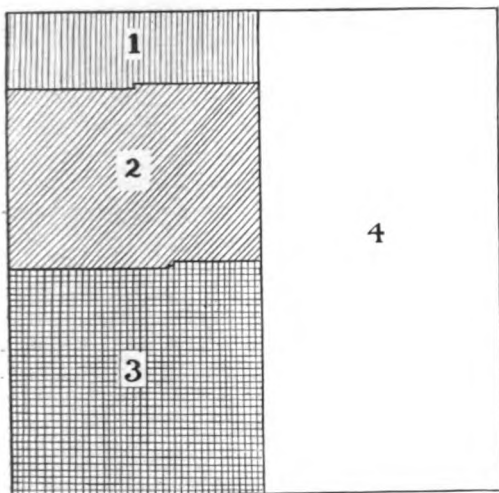


CHART A

Section 1—1,550 unemployed males—15.5% of the male population.
Section 2—3,658 employed men and boys—ages 10 to 18, and above 44—27.79% of the employed males.
Section 3—4,792 men, ages 18 to 44, employed—56.71% of the employed males.
Section 4—10,060 females—50% of the city's population.

Many successful salesmen, by the way, prefer to "sell" to groups rather than to individuals as, in any group of four or more people, chances are that the salesman will find at least one who already favors the salesman's product, and by an occasional question, chosen and put strategically to get a "yes" answer in favor of the product being exploited, he can add strength to his own sales talk. Further, the listeners "fall in" better with the salesman's arguments when one of their own friends is already sold on the advantages of the product.

If the transportation employes publish an internal house organ use space therein if you can get it. Boost their social and

welfare activities by contributions, or work, or other small favors, whenever possible.

The law, medicine, dentistry and the clergy are the main pullers of the professional class approximating 5.3% of our workable class. In a small way this class can be reached through the outdoor, health appeal. Other than that no plans can be presented by which you can place the professional class astride. It is a problem for each individual dealer to work out. Do not, however, ignore the value of working strenuously to win over one or more of this group. Let your motto be "A clergyman motorcyclist is worth three motorcyclists of other vocations," and apply it to law, medicine, tooth repairing and house and building designing as well. Any one of them will be an excellent advertisement for you. Get enough of the "upper crust" of society awheel and the flocks will follow.

In the public service group we find 2.1%. These workers are employed by the city, county and state in city halls, court houses, state houses, schools and various other government institutions. Aside from those "higher up," occupying conspicuous positions you have a class which is the equivalent of the clerical and manufacturing classes to considerable extent. Even those higher up might become interested. The chances of the latter are about the same as regards the professional men. The writer knows of a district attorney, elected by a city of half a million population, who fares forth on a Sunday his family comfortably ensconced in a sidecar. This man's salary is at least \$4,000 a year. He is widely known in his community and his office is surely one of dignity.

To return to that 12.7% class of miscellaneous workmen. They are a mixed collection numbering among them the

gardener, the janitor, the window washer, etc. The class is worthy of intensive working in the "individual" way.

Excluding the professional and public service classes forming together 7.4% of our prospects we have a remainder of 4,437 workers between the ages of 18 and 44, good prospects. With intensive work

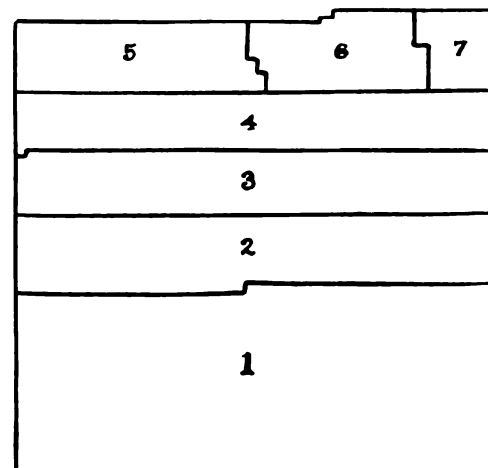


CHART B

Subdividing Section 3 of Chart A, according to vocations.
Section 1—1,955 males employed in manufacturing—40.8%.
Section 2—743 males employed in trade—15.5%.
Section 3—685 males employed in clerical work—14.5%.
Section 4—608 males employed in miscellaneous work—12.7%.
Section 5—436 males employed in transportation—9.1%.
Section 6—254 males of the professional class—5.3%.
Section 7—101 males in the public service—2.1%.

the dealer should place his goal at one per cent. of this massed class. This would be 443 machines. Next year, with the 17-year-olds changed to 18 years and men who have moved into the town in the last twelve months and men who have changed their minds, or had them changed for motorcycling, another thorough combing of the territory should duplicate the results of the first year. Why not?

W. W. WHITING, of Denver, made it worth while to the riders in his territory to help make sales to new prospects. To a selected mailing list he sent out the following letter:

How about earning some extra money—just by THINKING for a while? There is no peddling, no puzzle to solve, nor any “nigger in the wood pile” . . . Just a little head work to help me, for which I will pay you.

Now if you will send me the names of such people whom you honestly think could own a motorcycle, and would make good use of one, I'll pay you \$10.00 in cash on cash sales; \$7.50 on time sales, and \$5.00 on "trade in" sales, for every machine I sell to people whose names you give me.

You may send as many lists as you like, and I will pay you for just as many sales as I make to prospects whose names are given by you. (Where the same name is turned in by more than one person, the first person sending in the name, gets credit for it.) Now just think over the people you know, you can capitalize on this plan and turn information into cold cash without effort. Let's have your lists early; REMEMBER THE TEN-SPOTS!

Letter Goes With It

MR. W. W. WHITING,
Harley-Davidson Dealer,
1309-11 Broadway, Denver, Colo.

(Write very plainly or PRINT information)

[illegible]

Both letter and blank were mimeographed at small expense. Whiting reports that the results were excellent.

HERE is an idea for the getting of prospect names which has been put across with a bang by the Wisconsin Cycle Sales Company in Milwaukee.

With each issue of "Petriks Pep," the monthly organ of the company, a little slip is enclosed like the illustration, only about three times as large.

There is space on this sheet for upwards of a dozen names, of prospective buyers, their addresses, and a note as to which of the above named commodities they are interested in.

Since the dealer mentioned maintains a mailing list of about 3,500 for his monthly paper, he gets many names in this way. If a sale is made, the party

WISCONSIN CYCLES GUN CO.
 1-10 Duane St., Milwaukee
(Dealers and Largest Dealers in Wisconsin)
HARLEY - DAVIDSON
 MOTORCYCLES, MOTORGRADIOS, GRASSMOWERS,
 PUMPS, ETC.
 1010 Superior Ave. Minneapolis, Minn.

Mark X here () if you do not want your name mentioned.

I believe the following people could be interested in a motorcycle, side-car, bicycle or an Evinrude and I suggest that you get in touch with them. For sales made to any of these people, whose name has not been turned in by someone else previously, it is agreed that you will pay me the usual 3% commission. If you are not acquainted with our commission plan get the details the next time you call.

NAME	ADDRESS	Name of Dealer Commissioned by Harley-Davidson Motor Co. of America	REMARKS

Name of Sender _____
 Address _____
 City _____

sending in the name of the purchaser is paid his 3% commission. Once a rider submits a name of a friend, a sale is made and he receives his commission, the dealer has added one more salesman to his force, for that rider is going to work hard for another such sale.

Often times too, a dealer can by printing an add for tires, goggles, or some other accessory on the back of the name slip, kill two birds with one stone.

THE Burnett Motor Sales Co. of Providence, R. I., has been successful in enlisting the aid of the riders on its mailing list, in getting the names of new prospects. Cards were distributed to the riders with blanks for ten names and addresses. These were accompanied by an offer of a present of a pair of high grade goggles to every rider who would fill out the card with the names of ten persons not riders of motorcycles who might be interested. A less expensive goggle was offered for five names. Many of the riders earned their goggles and the Burnett Co. added several hundred names to its live prospect list.

RAY E. GARNER, who travels for Edwards and Crist, has found in operation in a great many bicycle stores the following plan for getting a line on the boys and girls at small expense. The dealers have cards printed as follows:

Name Age
Date of Birthday
Father's Name
Business Address
Do You Ride a Bicycle?
What Make
How Long Have You Had It?

Then some handbills are printed announcing that every boy or girl who fills out the card and presents it at the store will be presented with a souvenir. The souvenirs consist of leadpencils, rulers, blotters or some other useful school accessory on which is printed the dealer's name and the address of the store. The cards and handbills are distributed at the schools. When the cards come back to the store they are filed alphabetically by months. The cards are gone over every week and letters written to the parents several weeks in advance of the birthdays suggesting a bicycle as a birthday gift. There are several varieties of this plan, but the basic idea is the same.

MANY dealers have obtained good results from advertising in the classified columns of their local papers. All classes of people read these columns. Here is a sample of an ad used by one dealer with good success:

These warm sunshiny days when spring is in the air and you have been penned up in the stuffy house or apartment, why not get out and get a little fresh air by taking a ride for an hour or two on a 1922 _____? Or, if you feel that you can't afford a new outfit, get one of our rebuilt, slightly used, _____, which we guarantee. Payments that you will scarcely miss the money you put into one. Drop in or send for catalogue.

Then follows the dealer's name and address. The whole takes about two inches of space.

WALLY STUART, manager of the Blauvelt and Stuart Indian agency at Toledo, Ohio, captured a couple "honest-to-goodness" Indians and induced them to establish their workshop in his show window. The Indians, busily at work on their bead ornaments, attracted a crowd three and four deep before the window. The significance of the Indian Motorcycle sign on the plate glass was not lost on the crowd. Any Indian dealer can duplicate this stunt either with real Indians or counterfeit ones properly costumed.

Pitfalls in Selling Used Machines

"As Is"

SELLING the used machine "as is" is fraught with dangers and often proved a boomerang. Here is the story of an experience of W. W. Whiting, of Denver, which turned out very well in the end, but only because it was handled in a far-sighted way.

A couple of years ago a prospect came in the front door with eighty dollars in his pocket. He wanted the best machine he could get for the eighty dollars cash; something that would run; something he could fix up. He used to have a motor-cycle.

The salesman asked first of all if he were a mechanic and the reply was, "Just fair." Then the salesman showed him a machine. It was a three-speed machine and the salesman had allowed \$70.00 for it on a new machine the day before. He pointed out to the prospect that the finish was not good, that the chains and sprockets might soon need to be replaced, that the motor was not very quiet and told him some new points in the magneto would make it start easier. In short he sold the machine "as it stands." He did not make any claims for it and he did not guarantee it. The prospect understood that. In the end he left his eighty dollars and rode the machine away. But that was not the end.

In two weeks he came back. There was a noisy knock in the motor and he had to run with the machine to start it. He didn't say so in so many words, but it was easy to see that he thought he had been "gyped."

The salesman handled him tactfully and tried to tell him that the machine had not been guaranteed and made mention of the low price but the man wasn't satisfied and Walter W. himself was called into consultation. Only in unusual cases will he give aid to a salesman; he gives his men a free hand and expects results. The whole case was laid before him. "Did you guarantee the machine?" she asked.

"No, he bought it 'as is,'" was the reply.

"And he thinks he was stung?"

"Yes."

"Take the machine back in the shop and tie a 'complete overhaul' tag on it. Tell him we will re-ename it to look like new for twenty dollars extra, but the overhaul is free of charge."

The eighty dollar man decided he would take the re-ename job too and in two weeks he came and took the machine away. He rode that machine for two years and the other day he sold it for



Wm. Netzinger and his efficiency squad who rule the service department of Whittings

\$150.00. No doubt he "slipped something over" on the house, but—

During that two years five of his friends came in and bought new machines, and as soon as he sold his old machine he came in and took out a new one himself with a sidecar attached.

This is one of the exceptions that proves the rule that selling second-hand machines "as is" has serious drawbacks. No dealer can afford to rebuild every used machine he sells free of charge, and in not every case would the tactful way in which the case in point was handled, work out so advantageously. While the opinion is not unanimous, the majority of the dealers hold that the used machine should be thoroughly overhauled before it is sold.

SPECIAL COLORS SELL USED WHEELS

HOW many dealers have thought of utilizing the epidemic of special colors which is with us at present, to increase his sales, especially repeat sales and the sale of his second-hand jobs?

This is the sort of an ad that Grover C. Ash uses to get prospects for his used machines. He advertises in such mediums as Popular Mechanics.

Most dealers have their second-hand jobs re-enameled before putting them up for sale anyway, so why not have them enameled in special colors, and then see them move faster off your floor.

The prospective buyer of a second-hand outfit, nine times out of ten don't look so much to the workings of the motor as he does to the classy appearance of the machine. This does not mean that it is not absolutely essential to have the motor in A1 condition. But place two machines side by side on the sales floor, both motors perfect, one the enamel all scratched and wore off, the other freshly enameled and looking mighty nifty, and which one sells first? The latter one of course. And on top of that, the customer is going to be just that much better pleased with his buy, for he is going to have a mount that he can parade the streets and boulevards with, just as proudly as the chap who has purchased a brand new machine.

Wallis Wrede of the Wisconsin Cycle Sales Company, Milwaukee, claims that this special color thought has saved at least a half a dozen of their old riders for the sport, as well as gained several new ones through the sale of second-hand jobs specially enameled. Wrede is an ardent enthusiast over this and intends to have his company's whole lot of second-hands re-enameled different colors, feeling positive that it will enable them to clean up on second-hands in good shape.

SELLING THEM PIECEMEAL

MORRISON & COMPANY of Birmingham, Ala., recently disposed of part of their used machine problem by tearing down a number of old machines, junking the damaged parts and advertising a sale of used parts. It took big and the sale brought in just about as much as could have been obtained for the machines if sold without rebuilding. Moreover quite a few of the riders put their machines in the shop to have the parts they had purchased substituted for the old parts in their own machines which meant added revenue for the repair department. This is one way of disposing of used machines.

GETTING BACK

Waiter—Grilled steak, and choose a tough one.

Chef (in surprise)—Why tough?

Waiter—The chap who ordered it used to be my sergeant-major.—Edinburgh Scotsman.

Selling *the* Used Machine

EVERY prospective buyer of a used machine is essentially a bargain hunter. He wants a second-hand machine because he doesn't feel like paying the price of a new machine, and he figures that he will get more value for his dollar in a used machine than he can get in a new machine. That is—if he pays \$200 for a second-hand machine he figures that he will get considerably more than half as much service from it as he would get from a new machine which cost him \$400. He is justified in this assumption for the buyer of a new machine must always consider that a portion of the price he pays is a "premium" for its newness; the fact that it is the "latest" model and has all the up-to-the-minute dudads on it. These things appeal to his pride and he pays for them, though they do not necessarily make the new machine 100 per cent. better than the

used machine that he could buy for half the price. The buyer of the second-hand machine is willing to pocket his pride, but he insists that he get in return for it proportionately better service from the machine he buys. Therefore, sales effort that appeals to his sense of a bargain is likely to produce the best results for the dealer.

There are various ways of getting the attention of the prospect for a second-hand machine. Quite a few dealers have taken a tip from the mail order houses with good results. Small space advertisements are inserted in the classified sections of the local newspapers or in such mediums as Popular Mechanics, offering bargains in rebuilt machines. When inquiries are received the prospect is sent a catalogue containing brief descriptions of the machines the dealer has for sale, and the prices asked for them.

These catalogues are usually in the form of folders or circulars, the size depending on the selection the dealer has to offer. The folder sent out by the Ash Motor Co. of Rochester, N. Y., a reduced cut of which is published with this article is printed in two colors on a sheet about 15x20 inches in size. Other dealers use different forms. Wagner and Dolph, of Rochester, use a four-page folder about letter sheet size which readily folds to insert in the ordinary long envelope. The front page is used for a general announcement, the inside pages for a list of the "bargains" offered and the back page for blank letters which the prospect can easily fill in with his order or request for further information.

Some dealers who have not enough used machines on hand to justify the issuance of a catalogue advertise individual machines in the classified sections of their local papers or if they use display space insert a small box down in a corner of their new machine advertising calling attention to some bargain in a used machine such as:

**We Have One Rebuilt
Three-Speed
A Bargain at
—\$116—**

MOTORCYCLING—THE KING OF ALL SPORTS



The Greatest Sport

When you're at the short-pants age the greatest sport in the world is sportin' in the old swimmin' hole, but when you're anywhere from a few years older to somewhere in middle age, it's motorcycling, especially if your mount is a

HARLEY-DAVIDSON MOTORCYCLE

It takes you to unfrequented places you could not reach with a motor car. It transports you comfortably, speedily, reliably, safely and economically.

You can trust the Harley-Davidson. It is absolutely worthy of your consideration when buying a motorcycle.

Why not come in now and see the new models? You will put yourself under no obligations whatsoever.

Take advantage of our Annual Oddment Sale of Rebuilt Motorcycles. A small cash payment and balance weekly. All motorcycles guaranteed.

- 1916 Harley Davidson
- 1917 Harley Davidson
- 1918 Harley Davidson
- 1919 Harley Davidson
- 1920 Harley Davidson
- 1919 Indian
- 1919 Indian Single
- 1919 Excelsior

1922 WAS SPECIAL	NOW
\$90.00	\$25.00
\$100.00	\$45.00
\$125.00	\$55.00
\$140.00	\$65.00
\$160.00	\$75.00
\$100.00	\$15.00
\$50.00	\$25.00
\$90.00	\$20.00

We have many other models from \$35.00 to \$100.00. Included in this sale is a line of accessories of wonderful value at saving prices.

We have a few 1919 Harley Davidson Motorcycles which have been re-enameled, motor completely overhauled, new chains and sprockets. These were priced at \$350.00 and are now selling at \$205.00. Only a few left. Look them over at once.



Of Course It's a Harley-Davidson

That's the bike red-blooded fellows choose—choose it because it stands the "gaff" because it's a bike they can always be proud of.

If you want a bicycle that has the sturdy build and the ruggedness to withstand all kinds of hard riding, you, too, will choose a

Harley-Davidson Bicycle

It's a beauty, too. Classy lines and a cleanest construction. Well-designed frame and "holder" color. A fit running mate for the famous Harley-Davidson motorcycle.

Dad knows—bring him with you when you come in to look at the new models. They're here now.

Recent material reductions allow us to sell you Harley-Davidson Bicycles at 1922 prices. The Motorbike model has been reduced from \$74.00 to \$57.50 and in proportion similar prices for other models. NOW you can buy a Harley Davidson Bicycle at guaranteed prices.

Our Victory line of winning guaranteed bicycles now are priced from \$17.50 to \$45. You will get money value and satisfaction from these models.

OPEN WEEK DAYS: 8 A. M. to 7 P. M. SATURDAY: 8 A. M. to 9 P. M., SUNDAY: 9 A. M. to 12 Noon

Payments If
Like

WAGNER-DOLPH CO., INC.

Buy the Best at
New Prices

129 WEST MAIN STREET

Note the bargain appeal in this circular sent out by the Wagner-Dolph Company of Rochester, N. Y. The prices quoted show progressive reductions. In addition to the display advertisements at each side of the price list, the opposite side of the circular carries two additional displays, one an appeal to the pleasure side of the prospect and the other to the utility service of the motorcycle as a means of personal transportation.

It is the experience of most dealers who use newspaper and magazine advertising to get their first inquiries from prospects that many of these inquiries are either from boys too young to own a motorcycle and many more come from mere curiosity, but a fair percentage come from persons who really want to buy a motorcycle provided they can find what suits them within reach of their pocket-books. The inquiries from boys need not be dead loss. Several dealers make a practice of sending along with the catalogue of used machines a circular advertising their bicycle lines as well so that should the inquirer be a boy he may be interested in buying a bicycle.

The exact form and size of the catalogue is not so very important. Each dealer follows his own ideas and his own convenience. The important thing is to impress the prospect with the fact that every machine offered is a bargain at the price quoted, and still more important to see that they really are bargains.

This does not mean that the dealer must dispose of his used machines at a loss, or at cost. He should make the same percentage of profit on the used machine that he makes on new machines. As was pointed out in a recent issue of MOTORCYCLE AND BICYCLE ILLUSTRATED, the only way in which the dealer can make his legitimate profit on the sale of

chine and sell it at a profit, my competitor gets the business for he makes larger allowances. How am I going to overcome this?"

The answer is that the competitor says the same thing about the dealer who makes the original complaint and that the only way for both dealers to stop the continual losses they are sustaining because of each fearing the other will try to put something over is for them and

all the other dealers to form a live association, get acquainted and convince each other that none of them want to lose money.

The complaints about being loaded up with used machines bought at allowances which make it difficult to resell them even at cost, to say nothing of a profit, do not come from places where there has been a working dealer association in existence for any length of time.

How Enmark Sells Used Machines

IRA ENMARK,

417 Sixth Street South,
Minneapolis, U. S. A.

Enclosed \$.....

Please ship, via..... First Choice.....

Second Choice..... C. O. D. to:

Name.....

City..... County.....

State.....

Note—If we cannot fill your first choice, we will send second. As these are a selected few motorcycles it is wise for you to give a second to save delay, should your first choice motorcycle be out of stock at time of receiving your order. Orders will receive prompt attention and will be shipped on a \$25.00 deposit, except on export shipments which must have full cash remittance with order. Side Car Outfits require a \$50.00 deposit.

IRA ENMARK,

417 Sixth Street South,
Minneapolis, U. S. A.

Gentlemen:—

After reading over your story and bulletin of selected bargains, I am especially interested in the following machines:

.....

As I wish to know more about these motorcycles and as I am anxious to receive the same please give me further particulars regarding the above. I am also sending you enclosed \$..... as deposit on..... which is my first choice and which I wish you to hold for me for two weeks until I hear further from you.

Name.....

Address.....

Upon receipt of deposit we will hold motorcycle for you until you have received description as requested above and had time to send in for the machine. Should you be unsatisfied upon receipt of description, deposit will be returned upon request.

IRA ENMARK of Minneapolis mails a four-page printed circular to a big list of prospects whom he thinks might be interested in a used motorcycle bargain. The first page is devoted to an announcement that inside will be found a list of bargains. These are listed inside, the description of each machine being headed with a bargain number, as "Bargain No. 941," "Bargain No. 942," etc. On the back is printed the above two-letter forms with the blanks left for easy filling in by the prospect.

Accompanying the circular he sends the following letter:

"Perhaps you have never stopped to consider the great amount of pleasure that can be derived from a FIRST-CLASS motorcycle.

"You have probably thought motorcycling unsafe, or you had other objections, because you had not experienced the joys, the thrills, the comfort, and the healthfulness of the sport.

"There really is a GREAT DIFFERENCE between the motorcycle listed in the enclosed circular and those of the OLD TYPE. These rebuilt motorcycle bargains represent our choicest selections and we are willing to dispose of them at the extremely low prices quoted in order to make room for incoming stock.

"We hope you will read the enclosures very carefully and send us your order by

return mail. We have but a limited supply of these machines and they are bound to sell very fast.

"Remember that we are entirely at your service, and should you be interested in any particular motorcycle at a saving in price, your inquiries will be promptly attended to.

"Very sincerely yours,
IRA ENMARK."

LANTZ USES CLUB PLAN

MORTON D. LANTZ of North Bergen, N. J., sells his "rebuilt" machines on the club plan with some modifications of his own. One of these is an offer to allow the buyer to take the machine for a seven-day trial after he has paid in half of the sale price. If the buyer is not entirely satisfied with his

BUY A MOTORCYCLE ON THE LANTZ CLUB PLAN:
Seven Days Trial—Every Dollar Refunded if not Satisfied
(See details on the other side)

REBUILT MOTORCYCLES A SPECIALTY—PRICES FROM \$75.00 UP

On terms of \$5.00 down and from \$3.00 to \$5.00 per week and earn 4% interest while buying a rebuilt motorcycle.

HERE IS THE PROPOSITION IN PLAIN WORDS:

Come in and select the motorcycle you want. Pay as little as \$5.00 deposit and continue weekly payments of from \$3.00 to \$5.00 depending on price of Motorcycle selected. Delivery will be made when you have paid in one-half of the purchase price. Balance to be paid \$3.00 to \$5.00 weekly and remember we credit your account with interest at the rate of 4% per annum for the amount paid on the Lantz Club Plan before delivery.

AND HERE IS THE WONDERFUL PART OF THIS PLAN:

Take the motorcycle out and use it seven days, and if at the end of that time you are not satisfied, we will refund Every Dollar you have paid us, providing machine is in same condition as when delivered.

Every Rebuilt Motorcycle we sell is thoroughly overhauled in our own shops and we know their condition. It is for this reason that we can offer you this wonderful seven days trial proposition.

ALL MAKES MODELS AND PRICES

Harley-Davidson, Indians, Excelsiors, Hendersons, Clevelands, Briggs-Stratton Motor Buses and others, also separate sidecars.

Our line of Rebuilt Motorcycles is so complete that we feel confident you will have a mighty hard time making us for any machine that we cannot supply. At any rate take it for granted that we have what you want and ask us to show it to you. It is always a pleasure to show Rebuilt Motorcycles and we will be very pleased to show them to you even if you have not made up your mind to buy one now.

EVERYTHING IN YOUR FAVOR:

The Best Motorcycles in the Best Condition on the Best Terms.

We have had seven years active experience in the Motorcycle business and we are going to see to it that you get all the benefit. We are here to serve you and hope that you will give us the opportunity to "show you."

DO YOU KNOW THAT A MOTORCYCLE AND SIDECAR

Will average 40 to 50 miles on a gallon of gasoline?
That a Motorcycle will run 800 miles on one gallon of lubricating oil?

There are only two or three tires to replace and you will average 8000 miles per tire?
That you can store a Motorcycle in three feet of space and at as low a storage cost as \$2.00 per month?

MORTON D. LANTZ CO. - Harley-Davidson Motorcycle Dealers

Telephone Union 5884
3700 Boulevard At Paterson Plank Road North Bergen, N. J.

bargain M. Lantz takes the machine back and returns the money that has been paid down. Needless to say he takes good care that the machines are properly rebuilt. He announces his plan to his prospects in a circular, a reduced reproduction of which is shown herewith.

FIFTY-FIFTY

A YOUNG fellow wrote to a firm in a New England town which was selling razors at 50 cents each. This is the style of his letter:

"Please send one of your razors, for which I enclose P. O. for 50 cents.

"P. S.—I have forgotten to enclose the 50 cents, but no doubt a firm of your standing will send one."

They replied:

"We beg to acknowledge your esteemed order, and have pleasure in sending the razor, which we trust you will like.

"P. S.—We have forgotten to enclose the razor, but no doubt a fellow with your cheek won't need one."—Rehoboth Sunday Herald.

SOLOMON

A WAR POEM

By Major James D. Felsenheld, Sig. R. C.

His name was Solomon, Walter T.,
(One-nine-six-four-eight-two-three.)
Some Driver!

His face was homely—beyond compare;
Big black eyes and a mop of hair;
But a braver lad ne'er breathed the
air
Than Solomon.

He came from the Everglades; In-
dian stock.
An Ocoila, built like a rock.
Some Indian!

His game was playing with cogs and
gears,
With a bent for mechanics beyond his
years.
A man who'd been taught that there
were no fears,
Was Solomon.

He couldn't read and he couldn't write,
But when it came to a trip at night,
Good God! How he could drive!

He ate with his knife and gobbled his
stew,
But he'd work in the cold till his
hands got blue,
And there wasn't a job too mean to do
For Solomon.

His joy in life was his three-wheeled
bus,
And he loved that sidecar with all its
muss.
A worker!

In the rain and sleet he'd carry me out,
And cuss at the road like a racetrack
tout;
But when did there live a better scout
Than Solomon?

When he volunteered he was just a
rube,
With a face that you'd swear was the
map of a boob;
A picture!

When we got to the front the fighting
was tough.
Half-cooked chow and roads worse than
rough;
But the troubles couldn't come fast
enough
For Solomon.

It was up in the Argonne—at San
Juvan
That gave me a chance to measure the
man—

And he measured!
We were out on reconnaissance, look-
ing for lines
That the fleeing Boche had left be-
hind;
And between you and me t'was a
wicked grind

On Solomon.
At eight that night the rear went flat,
And God alone knew where we were at.
Some situation!

Then came the shells, screaming high
overhead,
While both of us worked like fiends
with the tread;
And I'd hate to repeat the sweet
things that were said
By Solomon.

We strained in the dark, but a rear
shoe takes time,
So before we were done, they had broke
through the line.
Jerusalem!!

Down the road they came running
pell-mell,
While we started off like a "bat out
of hell,"
And then—*bang-bang!*—and a queer
little yell
From Solomon.

A soft-nosed pill ripped a gash in his
head.
Another man would have just dropped
off—dead.

But not Solomon!
The blood crawled down on his neck
in a stream,
But he kept on feeding that old boat
steam,
And he drove as cool as a kid eating
cream—
That Solomon.

We landed back in the Corps all right,
But they laid him up for a long, hard
fight;

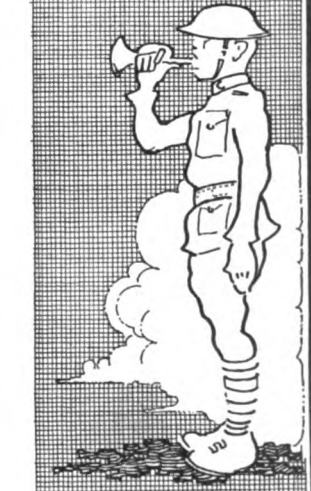
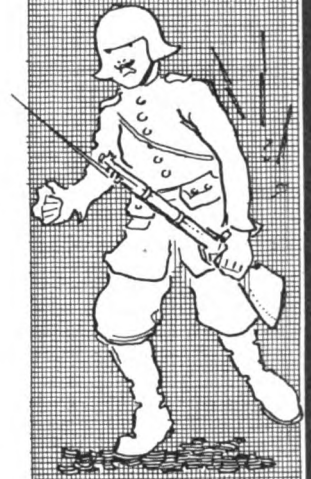
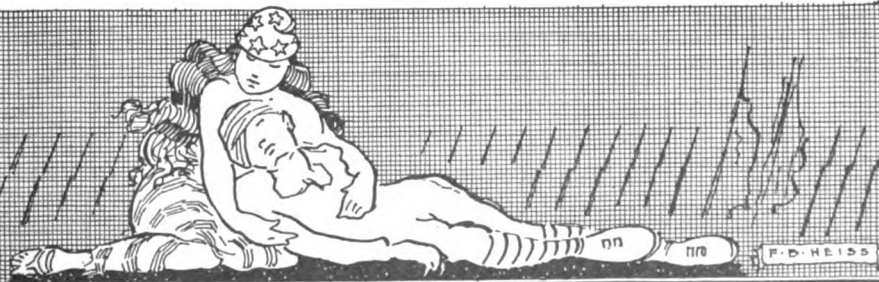
And, say, did that boy have sand?
Then came the day when the Reaper
Grim
Came with his scythe and beckoned
to him;
And a smile lit his face as he passed
o'er the brim.
Poor Solomon.

As the sun went down we laid him to
rest;
He who had given his country his
best;
A hero!

When the bugle had finished the "taps"
on his bier,
Solomon—driver and man without fear—
Had gone from these realms to a
higher career.
Brave Solomon.

I'll never forget him—that character
bold;
Those muscles of steel and that heart
of gold.

God bless him!
And I'll think of his smile, his grit and
his nerve;
Of his loyalty to duty; his modest
reserve;
And I'll pray that some day again I
may serve
With a Man like Solomon.
—The Open Shop Review.



Sales and Service Ideas Worth Copying

SELLING PARTS BY MAIL

MANY dealers, especially those who have considerable territory, have customers in the outlying villages and country. Most of these riders are in the habit of doing a good deal of their own repair work, such as may be done without shop facilities and quite often need new parts. W. W. Whiting, of Denver, has hit upon a plan to make it easy for these riders to order parts and accessories they may need sent by mail. To all such riders on his books the following letter was sent early in February so as to catch them about the time they were thinking of getting their machines ready for spring riding:

Dear Sir:

Under separate cover I am sending a directory of spare parts for your Harley-Davidson Motorcycle, together with some parts order blanks. The prices in the parts catalog are not always up to date, but I ship all parts at the current prices C. O. D. to out-of-town customers. The name of the part, the photo number, and the factory number are the three most essential points to observe in ordering by mail.

I realize the importance of prompt service to out-of-town Harley-Davidson riders, and unless something unforeseen occurs, I ship parts the same day the order is received. I operate one of the largest and most complete motorcycle repair shops in the West, and am equipped to do any kind of unusual repair work; such as re-grinding cylinders, brazing and welding frames, overhauling generators, magnetos, batteries, etc.

I trust that I may be favored with a goodly portion of your parts and accessories business in the near future.

W. W. WHITING.

RENTING SHOP TOOLS

IT'S mighty convenient for the rider in and around Springfield, Mass., to know Bill Kothe, especially if the rider likes to make his own adjustments or minor repairs. Bill, who is the manager of Holden's Indian agency on Dwight Street, lets you use the lower shop and the court without charge, if you want to use your own tools, or you can use the shop tools and the upper shop facilities for your work at a fixed rate per hour. And if you want magneto or carburetor or general work done by experts, Bill has two men who can handle anything from leaky tires to complete overhauling.

Bill's plan of renting shop tools to his customers came through an increasing demand for such facilities by a big proportion of his riders. The boys who want to get the utmost speed or economy out of their mounts, or who want to make experiments with carburetors, get a time card from the office and go to it, and when finished turn in the time card and are charged at the rate of 75 cents per hour. Bill has seen to it that his shop has the same equipment as the factory repair department and in sufficient quantity so

that several men can work on the same job at once. Even at that, there is a waiting list much of the time.

This plan of Bill's is known by all his customers and to remind them and others he has a big sign in his lower shop:

Use of Shop Tools
75c Per Hour
Get Time Card From Office

The idea is well worth the attention of other motorcycle dealers, as it enables the

TIME CARD

Date <u>Jan 8</u> 192 <u>2</u>		
Tag No.	PARTS	Amount
5458	(3)	.30
5462	(1)	.05
5418	(4)	.20
		.55
Tag No.	SHOP WORK	Hours
	Started 11 a.m.	
	Finished 12 a.m.	
		.75
Total		1.30
Workman <u>Bill Simmons</u>		

customer to learn more about his machine, to realize what it costs to have repair work done, and in addition, the rider is handy to the repair staff, who can give him advice when needed. As far as the dealer is concerned, it enables him to prevent any botch work on the part of an inexperienced rider and thus have the machine running in satisfactory shape all the time.

Kothe is an old hand at tuning motors and fixing up machines for road and track work and is always ready to give his experience for the benefit of his customers.



BICYCLE PUMPS FOR SCHOOLS

TOWNER BROS. of Rochester, N. Y., have obtained a lot of valuable publicity and added materially to their sales of bicycles and accessories by an inexpensive stunt that any dealer can imitate. A representative of the firm called at a number of the rural schools on the outskirts of the city and enquired if any of the pupils rode bicycles to school. Wherever he found that several bicycles were in use by the pupils he left with the principal a bicycle pump fastened to a wooden base on which was printed the name and address of the firm. It was stipulated that the pump should be the property of the school and kept in charge of the principal. Both teachers and students were delighted with the gifts. The pumps cost about \$2.50 each and \$25 invested in them buys more good will and publicity than twice the sum invested in circulars or hand bills. They are a permanent reminder to the young folks that Towner Bros. is a good place to go.

THE POWER OF EXAMPLE

THE Excelsior Motorcycle & Bicycle Co. of Seattle makes one sale help to close another. When they get an order for a certain model of bicycle a tag with the prospective owner's name and address is attached to a wheel of the same make and it is kept on the sales floor for a few days as if awaiting delivery. When a prospect comes in and finds he had to make up his mind the salesman shows him a tagged model of the machine he has been considering and calls attention to the tag with some such remark as "Mr. ———, the lawyer in the ——— building has just bought one of these for his boy. Perhaps you know him." Whether the prospect knows the attorney or not the fact that some one else has bought one of those bicycles impresses him and often closes the sale.

GETTING AFTER THE STUDENT

A. H. CROCKER, owner of the Indian Motorcycle Sales Co. of Kansas City, Mo., decided that it would be a good thing for the boys who attend several expensive schools in that city to ride motorcycles to and from school instead of being taken to school in the morning and called for at night by their fathers' automobiles. He prepared a comprehensive selling campaign to convince both boys and parents that the motorcycle would be more healthful, more economical and more fun, and sent his salesmen out to put it over. He didn't sell to all of the prospects but he did make enough sales to prove that his idea was right.



The Call of Spring

A Message to Bicycle Dealers

By E. J. Lonn

President, Bicycle Manufacturers' Association

THE industry is looking at you, the business world is looking at you, and the buying public is waiting for you. Where you have confidence in your bicycle business, you will show it and you will talk it, and you will do things for the bicycle business, and in so doing, you will send that enthusiasm to the riders and those who want a bicycle.

Will you respond to this expectation on your part? Do you appreciate that you, the Bicycle Dealer, are the direct contact with the customer, YOU, my dear Dealer, YOU are the Salesman. Will you make the most of this opportunity? Will you go into the highways and byways of the trade to get business? Will you help to pry open that door to Opportunity Sales?

There are many ways by which this can be accomplished, but you, with your own way, with your own enthusiasm can do it the best way, if you will only put your efforts back of it.

As the salesman, won't you call on your prospects instead of just mailing them a catalog? Won't you telephone or arrange a meeting instead of leaving word for this prospective customer to come down and see you? Won't you use a follow-up system and direct effort by going and seeing him first?

Ride a bicycle up to his home or where he lives. Show him that you really are in earnest. Let him get on the bicycle and ride it. There is no better method. Then tell him to ride it down to your store, and you get on a street car if necessary and go back. He will bring the bicycle down there. He will come and talk business in your place of business. Even if he wants to buy it on time, he will know that you are not afraid of him, and you can make the sale.

Call on your neighbor, see if he really could not deliver small packages easier and cheaper by bicycle delivery. Cannot he actually make money by leaving that truck stand where it is and have one of the boys make a quick delivery of a small package, and leave a most pleasing opinion in the mind of the customer?

Will you not arrange with some live young man or boy to get up

a Boys' Club, if there is none in your town or city? If there is one, affiliate with it and encourage it, and get some more boys to ride. Never feel that the work is too hard, or that it is beneath your dignity, because you are the salesman. You should be willing and ready to call on any prospect and possible sale you can make, just as readily as manufacturers and jobbers are willing to send their salesmen to see you. Do not call this peddling. It is business, and GOOD business, and I am confident that to the live merchant that will go after business and do these things that are worthwhile, it will pay him in satisfactory returns.

I also ask you, my dear Mr. Dealer, to work in harmony with the present economical business conditions.

Have you taken your loss on your merchandise, and are you selling your goods based upon the present conditions? Are you building a market for the future on your product at a fair and reasonable profit?

Remember, that the manufacturer and the jobber has taken his loss, and the dealer must take his. You are entitled to a fair profit in return for your investment and your business and your effort, but the war is over; the war price is over, and remember, that as the price of the commodity itself of every kind is and has been reducing, so in like proportion is the profit of the dealer reducing, and, therefore, because it was possible to make a big profit, those days are over—two years ago. You did not do any work to sell your goods at that time, today it is necessary to do a lot of real work and selling to accomplish results, and it is necessary for you to do it at a less per cent of profit, and I say to you in that respect, Mr. Dealer, DO NOT sit back and say: "I will get that price or I won't sell it," because you will find one of your competitors who will face the conditions of today, and will take this customer away.

Permit me to assure you that if you will do your part in this industry, you can rest assured and have the guarantee that the manufacturers will back you up and stand by you and help you, and that in proportion to the effort that you put in this work, in like proportion will your success be measured.

Some Hints on Window Display

Practical Advice from a Successful Dealer Who Passes the Results of His Experience Along for the Benefit of Others

By Wallace Stuart

WHEN I first started to work in downtown New York with others, the noon hour was used in promenading up and down the various streets in the neighborhood. Due to the fact that I was able to walk up and down Broadway, Nassau, Fulton, Wall, Maiden Lane and other prominent streets in the big town those promenades became window shopping trips, and were more or less an education in window dressing ideas, for the streets were lined with high class establishments of various kinds where everything from pins to mansions was sold.

As the merchants, jobbers and manufacturers of nationally known articles have their offices and salesrooms in that district they naturally, when located on the street level, use their windows to advantage. The displays are made up by experts and are a constant appeal to the passerby. Thanks to many of those displays, and by following many of the methods used we in turn have been able to get up good windows.

I learned from that experience the importance of using your windows, and the advantage of showing or specializing on one article at a time. I discovered the wisdom of an occasional odd display, and the drawing power of action in a window and the advantage of changing the display as often as possible as well as the splendid impression it creates to have the windows clean and the articles displayed as bright as a new nickel.

To my mind the best example of window displays, and the most appealing, was that of The Waterman Fountain Pen Company on Broadway. They had six windows in which the displays were changed almost daily. With only such a small article as a fountain pen for a basis, you must admit they did not have much to work with, when filling up their windows, but they would exhibit famous paintings, trophies of different kinds, plans of new bridges, buildings or tunnels, stamp collections, oddities of various kinds and in some way would link these exhibits with their pen. Because of their unique exhibits I and thousands of others would make it a practise whenever possible to go down and see what was new at Watermans. And here is how it worked out to their advantage. When I was in the market for a fountain pen it was a Waterman I thought of first and bought, and because it gave satisfaction I have continued to buy Watermans. All the result of attractive window displays. The method used by the

YOUR windows can either be salesmen that shout aloud, or salesmen that whisper, or plain everyday knockers, all of which will be reflected in your business.

No matter where you are located, there are people who pass your store daily. For their special benefit it is advantageous to put in a new window display every week or ten days.

The plainest window can be made attractive, but the value of simple displays with no crowding and making some one article stand out, and the necessity for frequent changes cannot be too strongly stressed.

Last, but not least, have the interior of your store fully as attractive as your window, or all your hard work will be for nothing.

Waterman Company can be used to advantage in any line of business.

Your windows can be either salesmen that shout aloud or salesmen that whisper, or plain everyday knockers; all of which will be reflected in your business.

Your windows were put there for only one thing and that is as a frame for the articles you sell, and if you present an attractive picture to the passerby your business will be benefited.

No matter where you are located there are people who pass your place daily. These people will be interested in your place through the appeal of your windows, and for their especial benefit it is advantageous to put in a new display each week or ten days. At the time they may not be interested in your particular merchandise but when they or their friends are in the market for such articles, what is more natural than that your place comes to their mind first? Each impression created on their minds is like dropping water in a bucket, so eventually your place will stand out amongst all others in your particular line of business, providing the impression you make created is favorable.

With the aid of the advertising material supplied by the various manufacturers it is easy to get up an attractive window. The manufacturers will even go as far as to help the dealer with sound advice, and in many cases have their representatives help dress up the window.

The tire companies will furnish back grounds and tire holders; spark plug people have cut away models that im-

prove the looks of any window. The motorcycle and bicycle manufacturers' supply posters and streamers that attract attention and so on down the line, enabling the dealer to make attractive displays at little or no cost.

Then there are the people who will not be ordinarily interested in your place for various reasons and for them some odd display out of the beaten path will bring them around. We found this worked out wonderfully recently when we had a couple of Indians use our window for their workshop. They made bead ornaments and sold herb medicines and naturally the connecting link was they were Indians in an Indian agency. From morning until night there was a crowd in front of the windows and many came into the store to look over various objects made by the Indians. What gratified us was the fact that fully 25% of those who stopped to see the Indians at work had passed by our place at other times but once we got their attention the place was impressed on their minds, and I will gamble they now know where we are and what we sell and so do their friends for what is more natural than they will tell their friends about what they saw.

The plainest window can be made attractive but the value of simple displays with no crowding, making some one article stand out, and the necessity of frequent change cannot be too strongly stressed. Last but not least have the interior of your store fully as attractive as your window, or all your hard work will be for nothing.

A RESTRICTED SALE

AFTER unravelling the usual red tape connected with the process of interviewing the buyers for one of the country's largest department stores, a young chap, who gave his name as Michael O'Hoolihan, succeeded in being ushered into the sanctum sanctorum of the hosiery buyer, to whom he displayed a box of silk stockings.

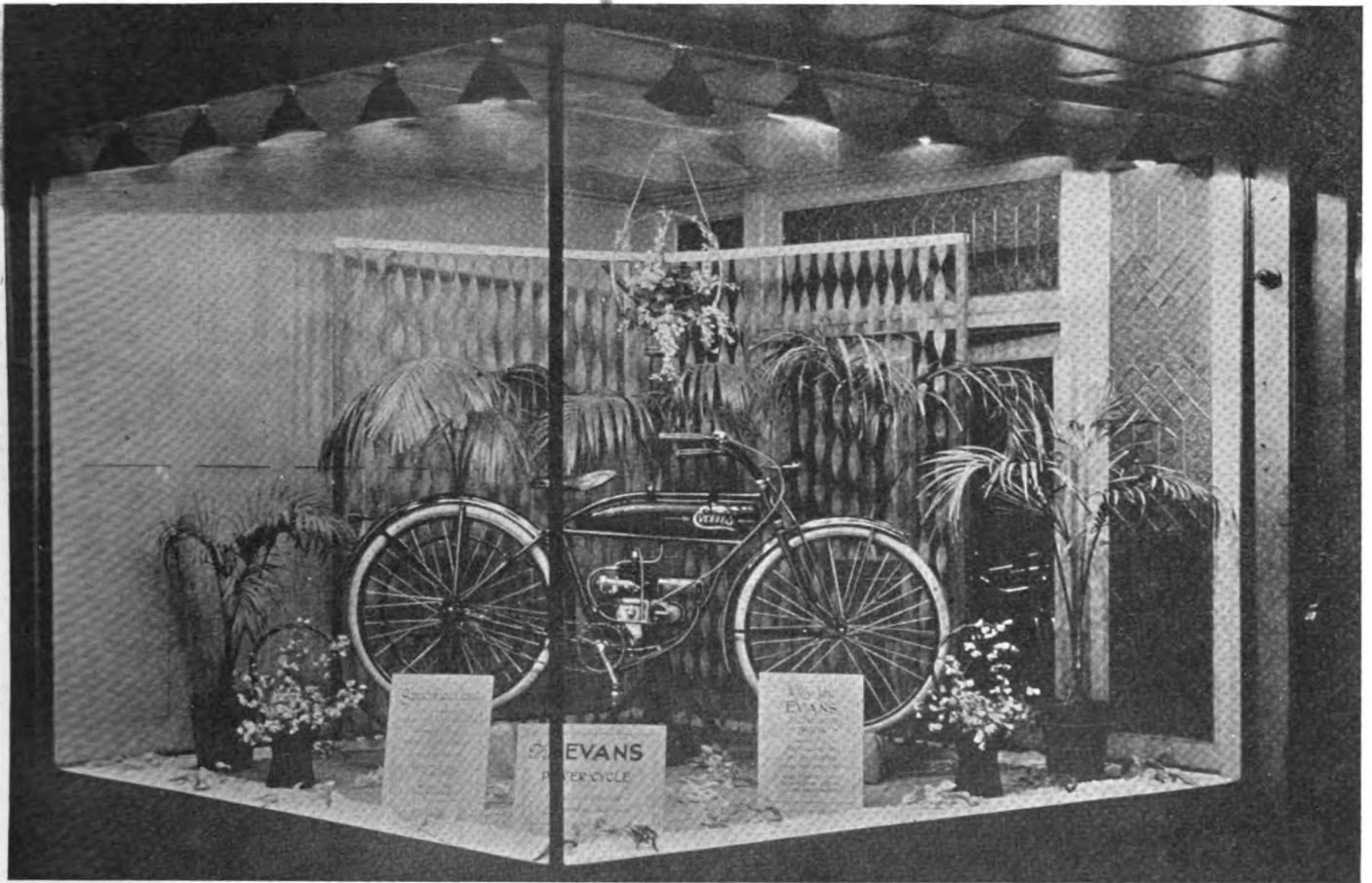
"Phwat de ye t'ink o' dese at \$4 a dozen?" he demanded.

A casual inspection of the merchandise convinced the buyer that the stockings were exceptionally fine of the grade, selling in the open market at about \$10 a dozen; so he replied, without hesitation, that he could take 5000 dozen, immediate delivery, at the usual terms.

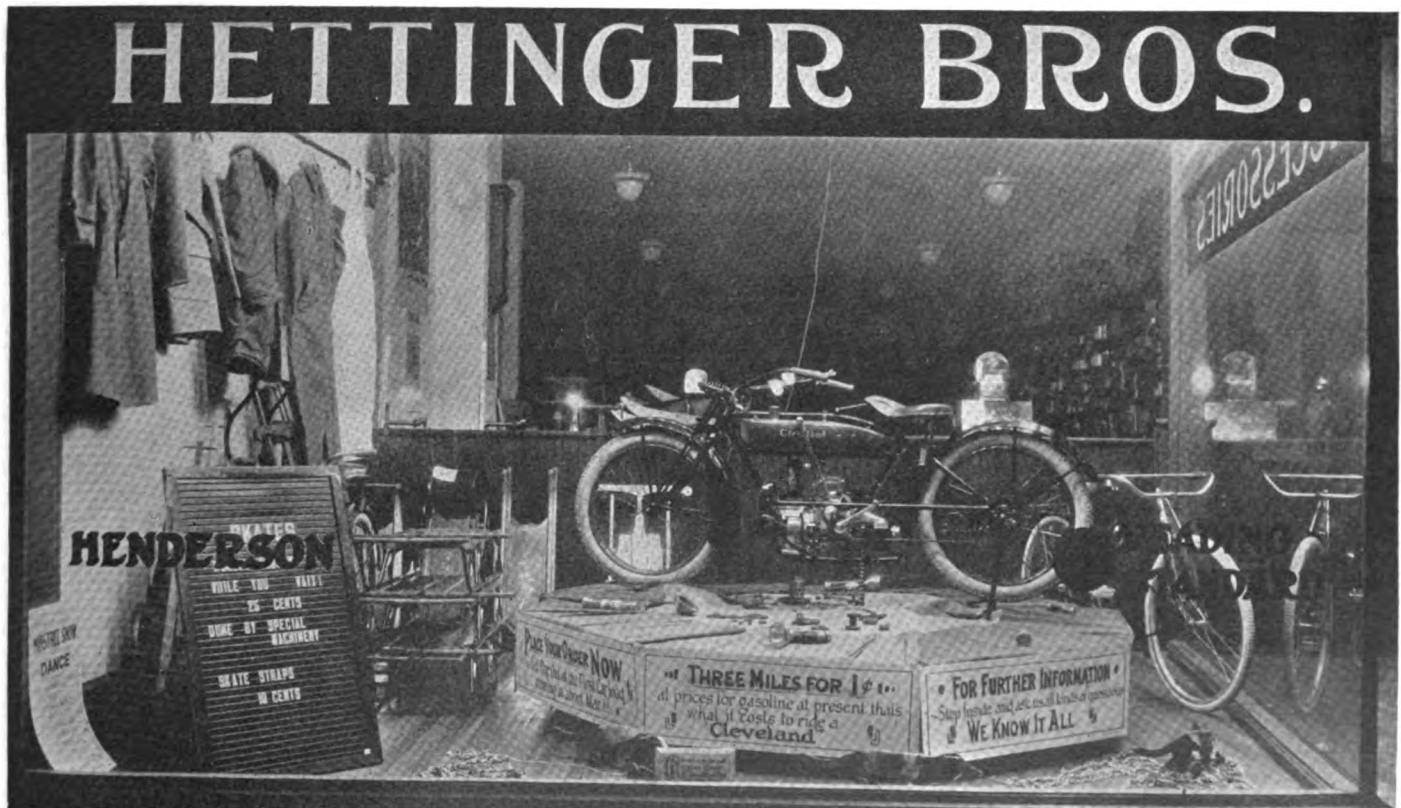
"The devil ye will" replied Michael; "them is the only ones fell offa the wagon."—Judge.

April 20, 1922

Two Very Effective Window Displays



Potted plants and a screen of twisted paper form the setting of this display



Here the motorcycle is surrounded by a well arranged display of accessories

A Page of Window Display Suggestions

"SILENT SALESMAN" DOES BUSINESS

STRINE CYCLE COMPANY, of Portland, Ore., found that by placing a silent salesman just outside their window display of a working cutaway model motor, that they gained in sales and live prospects. The cutaway motor was fixed up with a tiny light on the end of the sparkplug so that at each flash from the plug, the interior of the cylinder was illuminated. The working motor attracted large crowds to their window.

The silent salesman was merely a small box nailed to the window sill, with a small pad of paper hanging on one side and a pencil chained along side. In the window was a sign telling all who were interested in the motor, to write their names and addresses on the slip of paper and drop it in the box and that the firm would send them the literature explaining the motor. Or if they desired a demonstration, just to add a date and time and the firm would be pleased to send a machine around at that time and give them a demonstration of the features of the motorcycle.

The box averaged better than fifteen names per day during the fifteen days that the motor stayed in the window. About one-tenth of the slips carried requests for demonstration which were given and in many cases sales were closed following the demonstration.

STAGING A GUESSING CONTEST

THE Motorcycle and Supply Company of Portland, Ore., worked out the following selling plan on a bicycle campaign with good results.

The display window was cleared of everything but one bicycle which was placed in a special stand so that the wheels could revolve. A small motor was connected to the rear wheel to keep it turning. The wheel was set with brightly colored lights for night display, making the window loom up when the lights were on.

A sign stated that the wheel would run from ten o'clock on a certain morning to the same hour twenty days later. A speedometer was connected to the wheel and the sign said that the bicycle would be given to the person making the nearest correct guess to the speedometer reading at the time the wheel stopped. The people were invited to register their guess as to what the reading would be. Beside the ballot box was a pile of slips, each having a space for the contestant's guess, his or her name and address. No charge was made nor was there any requirement that the guessers must buy anything at the store.

More than five hundred slips were in the box when it was opened.

Letters were sent to each person making a guess, telling them who won the bicycle, what his guess was, and what the correct reading was. Along with the letter was a catalogue of the bicycles handled by the firm, and a personal invitation to drop in and look them over.

The returns from these first letters alone, made the proposition highly profitable, but the firm did not rest with that. They played a follow up and sold many more bicycles to those people or their friends.

With few exceptions, everyone who had registered a guess admitted that they were personally interested in a bicycle either for their own use or for some member of the family.

BUY 'EM BY THE WAGON-LOAD

A MOTORCYCLE and bicycle dealer in an Eastern city recently put himself in just about right with all the small boys in the neighborhood and incidentally cleaned out a quantity of odds and ends that had been lying around the place for a long time. He got a quantity of little toy wagons. Into these he put an assortment of patches, repair tools, puncture leaks of various kinds and trimmed his window with the loaded wagons. On each wagon he had a sign worded as follows:

"BUY 'EM BY THE WAGON LOAD
All Sorts of Handy Things
Wagon and Contents
\$2.25"

The price he made gave him back the cost of the articles and cleaned out every wagon.

OUT OF HIS LINE

DOWN in Texas a short cotton crop forced a large number of country negroes to the cities. One of these applied for a job at one of the largest employment agencies. "There's a job open at the Eagle Laundry," said the man behind the desk. "Want it?" The applicant shifted uneasily from one foot to the other. "Tell you how it is, boss," he said finally. "I sure does want a job mighty bad, but de fack is, I ain't never washed a eagle."—Boston Globe.

AND HE WONDERS WHY

Manager of cycle store to rider of competing make who has just entered—"Well, are you still sold on the ——?" mentioning competing make.

Rider—"Yes."

Manager—"Well, then what the h—l are you doing in here?"

And this manager wonders why his store is doing so little business.

KEEPING THE WINDOWS CLEAN

IT is impossible to wash a window in bright sunlight without leaving it streaked. It matters not how hard you rub and try to polish a window, you are bound to leave some streaks if you undertake to wash it in the sun. Always wash your windows when the sun is not shining on them. This rule holds true when washing either the inside or the outside.

In washing a window, it is well to have the water slightly warm, and a little ammonia sprinkled in the water will help, but whatever you do, don't try to use soap. Soap is a mighty good article in its place, but its place is not in washing show windows. Clear water with a little ammonia in it, applied with a sponge or brush, and wiped off with a good rubber, will make your windows clear and fresh.

The inside of the windows should be washed with tepid water applied by means of a chamois skin, using no soap or powder of any kind. Dry with a chamois and polish with cheesecloth. The outside requires different treatment, however. It should be cleaned with the following mixture:

- One ounce of pulverized whiting.
- One ounce grain alcohol.
- One ounce liquid ammonia.
- One pint water.

Apply with a soft cloth after having sprayed the window to remove the surface dirt. When this preparation is allowed to dry, and is then rubbed off with a polishing motion, the surface of the window will be extremely brilliant, and will remain so for longer than when washed in the ordinary way.

A show window thus treated will appear much brighter in the day time than a window washed in the usual way, while if properly illuminated at night, it *will stand out prominently* among the ordinary show windows along your street.

GUIDE POST WINDOW DISPLAY

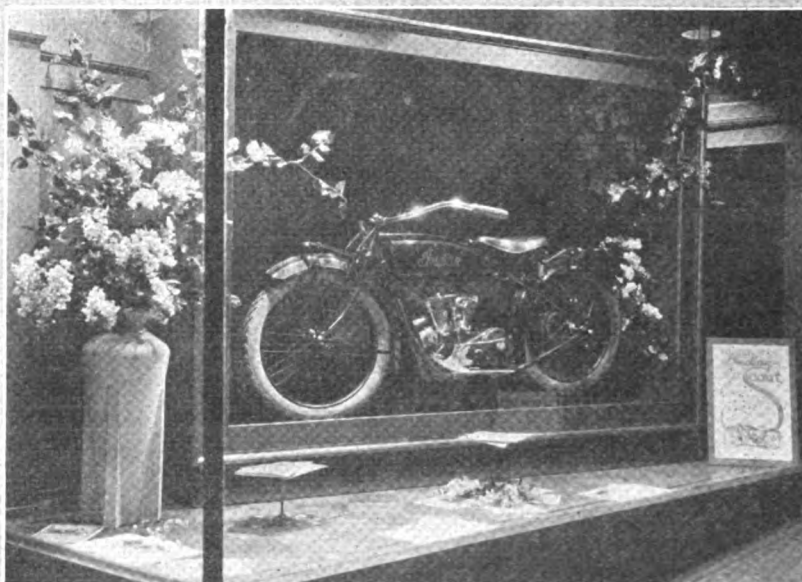
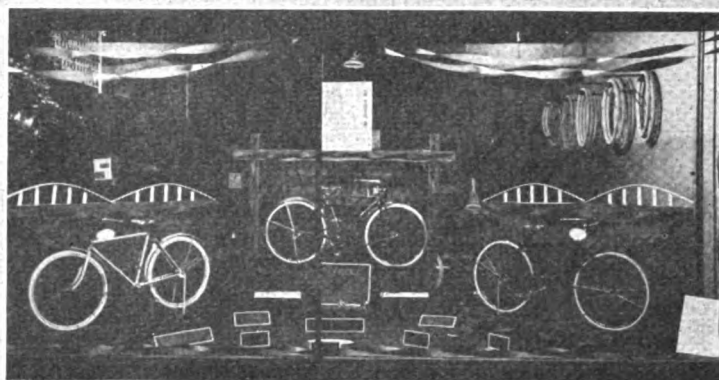
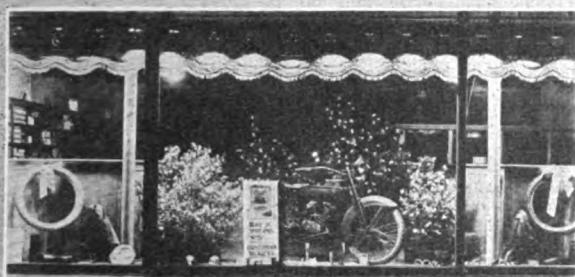
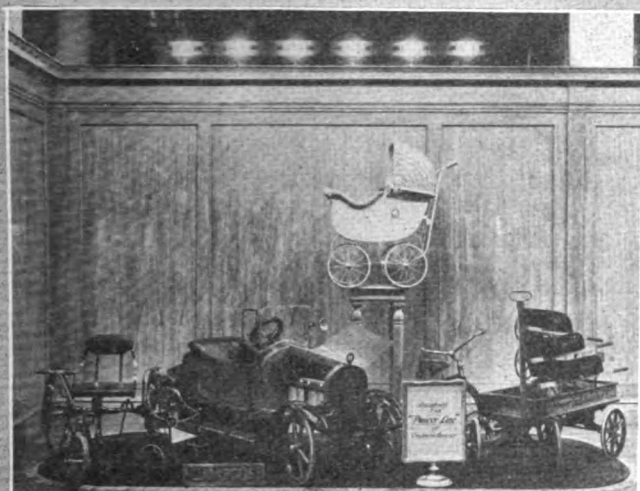
THE old familiar guide post that does duty along the country road to direct the stranger was recently used as the basis for a window display by a motorcycle dealer with marked success.

He rigged up one of those guide posts and painted it white. On one of the cross arms at the top he painted the word Service, on another the word Economy, on another the word Pleasure and on the fourth cross arm he painted the word Health. This formed the center feature of the window display around which the motorcycles were grouped.

In the center of the window suspended from the ceiling there was a large sign worded as follows:

**"A Guide Post to Good Motorcycles
Straight Ahead to Blank's."**

Several Examples of Attractive Window Display



At the top, left, is shown how a big department store displays Juvenile Wheeled Vehicles. At the right, a camping scene makes its appeal to the out-door sportsman. In the center, left, Spring blossoms make the prospect long to get out in the country and the motorcycle offers him the means of getting there. At the right a bicycle window is arranged in black and orange. At the bottom of the picture are shown two examples of artistic window trimming, in each of which but a single machine is used

These Plans Have *All* Been Proved

TEMPTING THE PROSPECT

STANLEY MALANOWSKI of Laconia, N. H., makes them "sell" themselves and this is how he says he does it.

"In the summer time I make it a point every Sunday to invite some one whom I have in mind as a prospect to take a ride in my sidecar. I take him to one of the lakes and give him a pleasant outing. And I never talk business on one of these trips. It's just a friendly little excursion so far as the prospective customer is concerned. I simply let him get the motorcycle idea all by himself. Sometimes I organize a party of three or four sidecar outfits and manage to get two or three prospective buyers invited as passengers in the sidecars. It creates a friendly feeling. They talk among themselves and among their friends and it is not long before they are asking what an outfit like mine costs. That gives me an opening and I am all loaded with the reasons why they should have a motorcycle."

GRABBING AN OPPORTUNITY

WHEN the street cars stopped running at London, Ontario, G. A. Wenige proprietor of the Bicycle and Motor Sales Co., who is vice-president of the National Cycle Dealers' Association, hustled over to the newspaper office and inserted the following:

All street cars stopped. Thousands of hours wasted, hundreds of dollars lost in valuable time sitting in stalled cars and walking home. Isn't it foolish when you can ride a bicycle? Save time and money and be independent of questionable street car service. You can purchase a bicycle with your carfare. We will accept all unused street car tickets at par towards the first payment on a bicycle.

This is an example of quick thinking. Similar opportunities to take advantage of special conditions are cropping up all the time. Are you on the lookout for them?

"KNOW YOUR CITY" RUNS

FRED MERCER'S Seattle agency obtained valuable publicity through a touring club. Each Thursday night for several weeks a "tour of the city" was inaugurated, starting from the Mercer store and taking in a different part of the city each week. He called them "Know Your City Runs." The tours were "follow your leader," the leader being one of Mercer's lieutenants who piloted the riders over routes that took in the city's beauty spots as well as the business streets. Riders were invited to bring their friends in their sidecars and a number of these "friends" proved to be live prospects. The riders got a lot of fun out of the "tours" and Mercer got both publicity and business.

CLUB PLAN STIMULATES WINTER SALES

THE club plan of selling both bicycles and motorcycles has been quite generally adopted by dealers as a means

Telephone Main 7050

WAGNER-DOLPH Co., Inc.
Harley Davidson Motorcycles
129 MAIN STREET WEST
ROCHESTER, N. Y.

CLUB PLAN

Price of Machine	Amount of Weekly Pay't	Machine delivered when following amount paid in	Balance payable weekly as follows
\$100.00	\$3.00	\$ 50.00	\$3.00
150.00	3.50	75.00	3.50
200.00	3.50	100.00	3.50
250.00	4.00	125.00	4.00
300.00	4.50	150.00	4.50
350.00	4.50	175.00	4.50
400.00	5.00	200.00	5.00

NO INTEREST CHARGE

Take advantage of the following reasons why you should buy a machine by the CLUB PLAN method.

1. You save paying the usual 10% interest charge on the unpaid balance.
2. You get the benefit of the low winter prices.
3. You are guaranteed and assured the delivery of a machine for spring.
4. You make such small easy payments that it will not at all inconvenience you.
5. It eliminates the necessity of drawing on your bank account for money, etc.

Hand this to a friend!

of keeping business moving during the winter months. There are numerous variations to the details of the plans operated by different dealers but the basic

Take advantage of our Annual Winter Sale of Rebuilt Motorcycles. A small cash payment and balance weekly. All motorcycles guaranteed.

	REGULAR	1932 WINTER SPECIAL
1916 Harley Davidson	\$165.	\$ 90.
1917 Harley Davidson	175.	100.
1918 Harley Davidson	200.	125.
1919 Harley Davidson	225.	140.
1920 Harley Davidson	300.	160.
1919 Indian	175.	100.
1919 Indian Single	75.	50.
1919 Excelsior	150.	90.

We have many other models from \$35.00 to \$100.00. Included in this sale is a line of accessories of wonderful value at saving prices.

We have a few 1919-Harley Davidson Motorcycles which have been re-enameled, motor completely overhauled, new chains and sprockets. These were priced at \$350.00 and are now selling at \$200.00. Only a few left. Look them over at once.

Hand this to a friend!

idea is the same. It is to induce the prospects to make weekly deposits until a specified sum has been paid in. Then

the prospect is allowed to take out the machine and continue paying for it at the same rate per week until the full purchase price has been paid in. The amount of the weekly deposits is in proportion to the purchase price of the machine. The accompanying reproduction of the front and back of a card distributed by one dealer who has made a success of the club plan, give a clear idea of how it is worked.

GET TOGETHER—IT HELPS

THE Cycle Dealers in Jersey City, N. J., have an organization known as the Hudson County Cycle Dealers' Association. There are eleven of them in it. They get together at a noon luncheon twice a month. Their secretary, Harry Glieman, itemizes the results as follows:

"1—Some pleasure, eats, drinks and smokes.

"2—Some publicity by having the bicycle and the association before the public.

"3—Some publicity in the newspapers and trade papers.

"4—Some benefits by becoming better acquainted with each other (Mr. Glieman believes that is one of the best returns of the venture).

"5—Some benefits in their business brought about by all of the above collectively."

What the Hudson County dealers have done other dealers and dealers' associations can do. It means that once the organization is started a little work and co-operative effort on the part of the dealers will make business better for all hands.

RIDERS' SCHOOL HELPS SALES

IRA ENMARK of Minneapolis, has for several years held a school for motorcycle riders, at his store during the winter months. Oscar Becker is the teacher. Riders of all makes of machines, and their friends who do not ride are invited. Becker, who thoroughly understands motorcycle mechanism, care and maintenance, discusses and explains some particular feature of a motorcycle at each session of the school. No charge is made for tuition. Becker makes it a point to be impartial in his instruction, being careful not to say anything that might offend riders of machines of makes not sold in the Enmark store. The school has been a big factor in building good will for the Enmark establishment and numerous sales have been made to prospects who were just a little bit afraid before they learned what made the wheels go round in Becker's classes.

The Four C's of Merchandising Juvenile Vehicles

By Wm. L. Diemer

JUVENILE vehicles are rapidly being recognized by dealers as standard year 'round sellers with a logical place in the motorcycle and bicycle store. Those dealers who have sold juvenile wheel goods consistently know that they rank high in respect to quick turn-over and in aiding the reduction of overhead.

If you would have your stock of coaster wagons, velocipedes, juvenile automobiles and wheels, tricycles and doll carriages become a constant source of revenue, then heed these fundamentals:

1. Careful buying.
2. Consistent advertising.
3. Competent salespeople.
4. Constant sales effort.

This would seem a fair merchandising quartet for any line of goods. But there are just enough differences between vehicles and other playthings for children to make the sales problem specific in some of its phases.

First of all, let the dealer use care and judgment in buying his line. Today, more than ever before, quality counts. People whose purse strings operate the dealer's cash register are looking around and making sure that their money is buying high-grade articles.

However, in ordinary times, it pays to study the purchasing power of the community. The pulling power of a stock of juvenile vehicles is developed by the amount of interest created in the minds of buyers, and the amount of interest is usually limited by the amount of cash controlled by the purchaser. In other words, if the customers can afford to buy only the least expensive vehicles, that is the kind to stock. Should the majority prefer quality goods, then the high-grade vehicles ought to predominate in displays.

I know of instance after instance, where a dealer, rightly wishing to make his a quality store, has confused high-grade products with high prices. His customers could not afford peak prices,

or if they could afford them, their dispositions were such that they preferred to buy medium priced goods many times rather than the same higher priced article once. Some dealers can size up their customers intuitively; others must make this a matter of study and analysis. But it must be done, and the proper stock bought before sales effort can be most effective.

Most dealers today realize the importance of advertising as a sales-aid. The regular use of space in the newspapers, together with direct letters to customers or to special lists of prospective customers, is found valuable by successful dealers in juvenile vehicles. The health-giving, muscle-building appeal almost always meets with a response from the par-

wheel goods. When the child can actually come in and play with the vehicle on the floor or touch it or sit in it, the desire to own it becomes that much stronger. It will pay the dealer to arrange for sufficient floor space to allow for this.

Perhaps one of the most neglected elements which compose the successful sale of juvenile vehicles, is the choice of the proper, competent salesperson. For selling juvenile vehicles, choose men and women who have a love for and a sympathy and understanding of children and their desires.

Creating consumer preference for any given line entails work—work in keeping the store up-to-date, work in keeping records complete, work in keeping new ideas for using the product before the public.

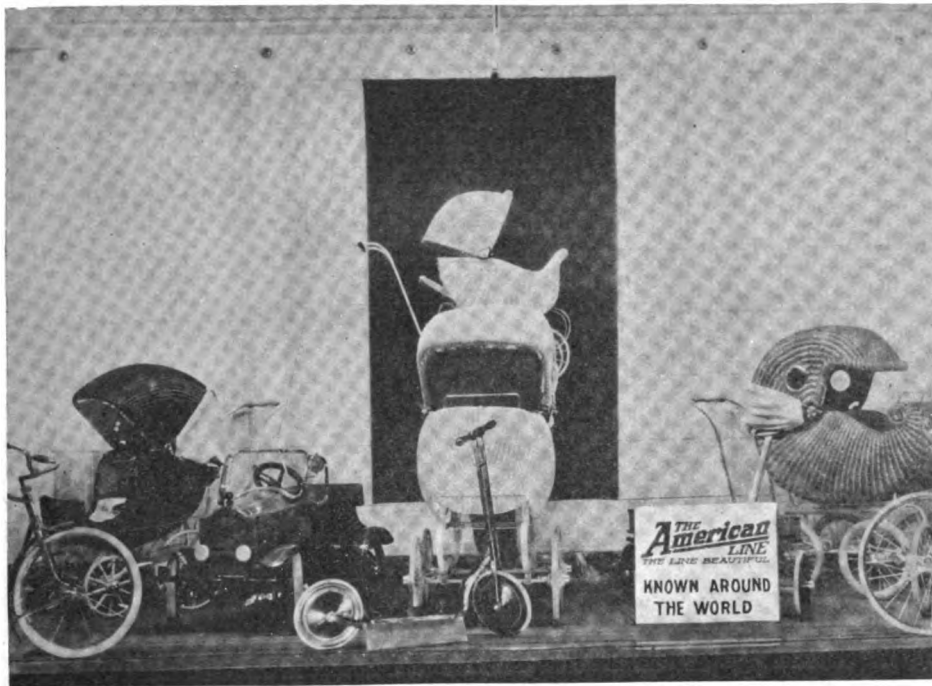
In the case of juvenile vehicles they work right today, as well.

Contests that offer juvenile vehicles as prizes always pull. The older brother, sister, mother and father are pressed into service by the little ones who see an easy way of obtaining the automobile, scooter, velocipede or other juvenile vehicles which they have long wanted. Or just as often, the grown-ups enter the contest on their own initiative because of the pleasure they know it will give the younger members of the family, should they win the prize. One hundred per cent. mail-

ing lists are obtained in this way.

Careful reading of his trade papers will show the dealer what his wide-awake neighbors in the same line are doing and will inspire him to add their good ideas to his own.

Any one of these principles, carefully applied, will net good returns, but cast the bread of your salesability on all four C's of juvenile vehicle merchandising—Careful buying, Consistent advertising, Competent salespeople, Constant sales effort—and it will come back in the form of increased cash register receipts.



A fine Juvenile vehicle window display

ents, while the children—well, what youngster doesn't long to own a plaything on wheels?

In this connection, window and floor displays do wonders to increase sales of

MR. WILLIAM L. DIEMER, author of this article, is president of the American National Company, of Toledo, Ohio, and has for many years made a deep study of the problems of manufacturing and merchandising juvenile wheeled vehicles.

Are Police Sales Desirable?

By Alfred R. Child

THE question has been asked, "Is the sale of motorcycles to police departments desirable from the angle of the betterment of the industry at large, or from the viewpoint of the individual dealers?"

The opposition would have it that the motorcycle cop, roaring after a speeder at sixty or seventy per, creates in the minds of the spectators a feeling that a "motersickle is a gosh-dinged dangerous contraption," while the speeder as he mournfully assists his captor to compile the necessary information on the "Ticket" glances at the machine with which the officer has been enabled to catch him, and mentally registers for future delivery to sympathetic friends, his profane and utter disgust that such a machine should even be permitted to be made.

In short, the "Noes" have it that the motorcycle in the hands of a police officer is a detriment to the business as a whole, much in the same way that the disguises of Prohibition Officer "Izzy Einstein" are to the New York City bootleggers.

Granting that these extreme views have a modicum of truth in them, the writer feels that the use of motorcycles by police officers have so many advantages both to the industry as a whole, and to the individual dealer, as to entirely overshadow these objections.

Police departments of today are not using the motorcycle solely as a means for catching speeders, it has developed into a machine by which one policeman can patrol a territory as large as that formerly covered by five to ten men on foot, and this with no loss of efficiency.

Even when used exclusively for the prevention of speeding it is comparatively infrequent for an officer to have to use all the speed of which his mount is capable, and sensible motorcycle officers, having a regard for their jobs, do not as a rule float around the country wide open just for the fun of it.

Each year more and more police machines are being equipped with sidecars, Rochester, New York, being a notable example, they having replaced their entire equipment with fifteen sidecar combinations.

By using sidecars, police chiefs the country over are finding that much more patrol work can be accomplished than with solo machines, in fact, very recently Police Commissioner Enright of the New York Police Department, said that two men in a motorcycle sidecar combination can do the work of ten men on foot.

Birmingham, Alabama, has recently doubled its motorcycle equipment, not with the idea of further curbing speeders, but in the words of Public Safety Commissioner W. B. Cloe, "in order that the people living in the outlying districts of Birmingham may have the same degree of police protection enjoyed by those living in the heart of the city, and this at no additional expense to the taxpayers."

Whereas in the past the inhabitants of certain suburbs of Birmingham saw a police officer perhaps once a week, at the present time they see one or more several times a day, and in the event of an emergency a policeman can be on the scene in a very few minutes.

Let us also consider the various state police organizations who are using motorcycles, such States as Pennsylvania, New Jersey, New York, Maryland, Delaware, Kansas, Michigan Oregon and North Carolina. Each of their machines carry official recognition of the value of motorcycle transportation into the uttermost corner of the State in which they operate, and surely this is advantageous, both to the industry at large and to the individual motorcycle dealer irrespective of the make they happen to be using.

Now let us consider the matter exclusively from the dealer's viewpoint: The "Noes" contend that the dealer invariably is compelled to cut his legitimate margin of profit in order to secure municipal business, also that police machines, being given strenuous, and frequently twenty-four hour daily service, come in for a great deal of free service and replacement of parts.

WHILE in some cases foolish and short-sighted competing dealers have quoted less than list prices in order to secure the police business of their communities, they have at least appreciated the advertising value afforded by fifteen or twenty brand new shining machines of their own parti-

cular make parading the streets of their own particular town.

Possibly some municipal authorities are influenced either by original low cost, or by political affiliations to buy a certain make of motor-cycle, but looking at the matter broadly it can be said without fear of contradiction, that the average police sale is made strictly on the basis of dependability and durability, and these being in the final analysis the two most essential qualities of any form of transportation, dealers' police sales, when conducted honorably, offer an excellent sales argument in closing an individual sale.

MUNICIPALITIES purchasing a number of machines and sidecars at one time are possibly entitled to some consideration, but in the writer's opinion this can best be given in the form of service, rather than as a cash discount at the time of purchase.

Recently quite a large police sale was made in a southern city at strictly list price, but as a concession to offset another dealer's much lower quotation, it was agreed that for a period of ninety days from date of delivery, which is the period of the factory guarantee, the machines involved would be kept thoroughly tuned, a mechanic visiting police headquarters weekly for that purpose, and moreover all replacements would be made gratis, other than those necessitated by accident or abuse.

That this arrangement looked better to the police officials than the lower first cost of the competing machine proves its strength, and there can be no argument but that if all police sales were made on this basis there would be a great many more police machines used.

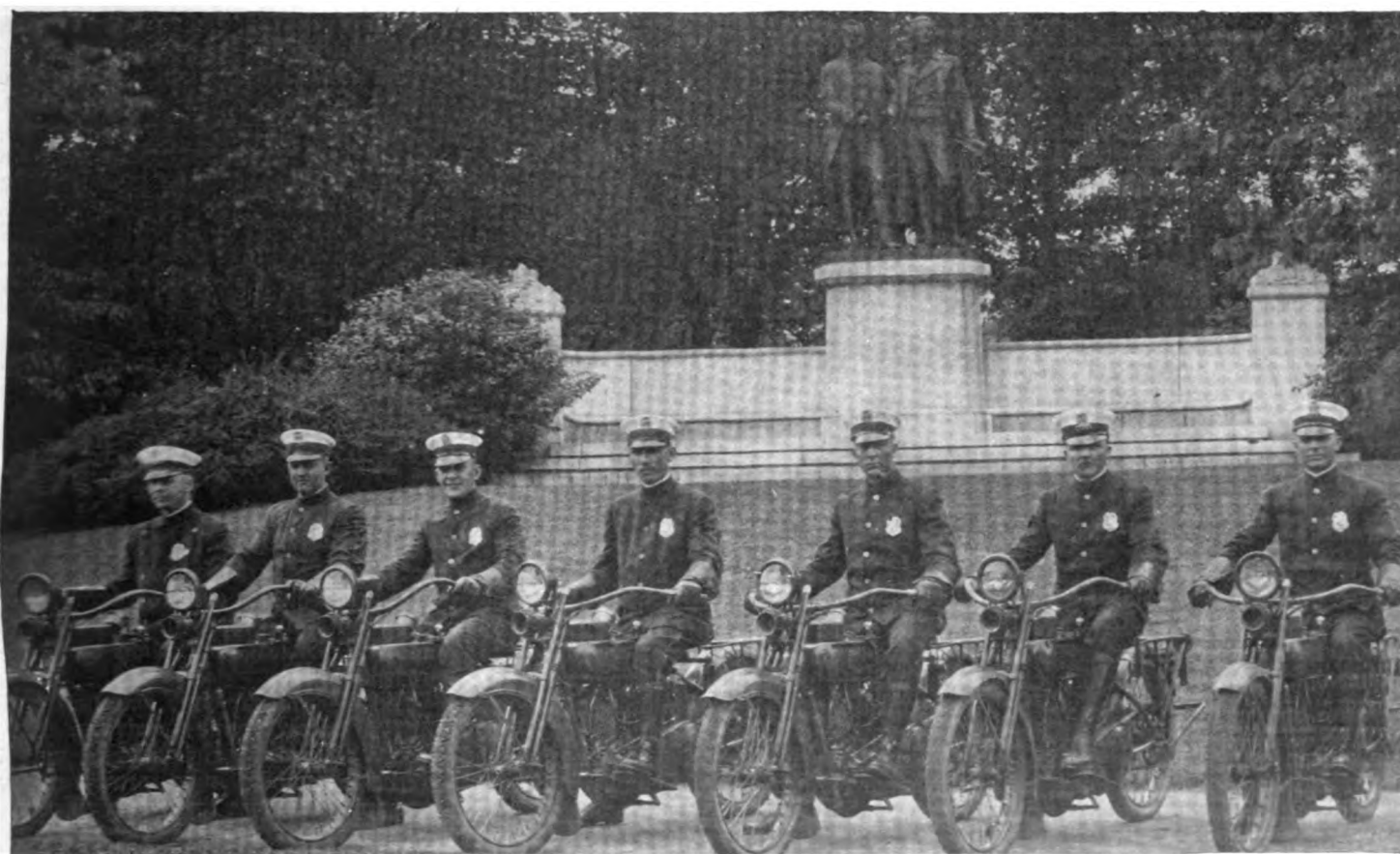
A famous manufacturer of cutlery in St. Louis tells the world that "Quality remains long after price is forgotten" and this can be the motto of the dealer who expects to re-sell his police department in the future, for it is just as essential to keep them sold, as it was in the first place to sell them. The easiest and most effective way to accomplish this is to give them service—let's go back over that and capitalize it—SERVICE; not necessarily free service, but FAIR service, because holding an exclusive agency as the average dealer does, he must not lay himself

(Continued on page 38)

I honestly believe the best Spring medicine we can take is advertising—in liberal doses. It looks to me the best remedy for the long chill we have had. A wise old economist in the Department of Labor said to me not long ago, "What business needs is not stimulants but a tonic." And I know of no better tonic than advertising.—*Secretary of Labor Davis.*



The motorcycle police of New York City are Indian mounted, and when they go on the warpath, hunting for the scalps of bandits and hold-up men, said bandits would far rather have the genuine Redmen on their trail



In Milwaukee they stick to home brew; and that's no joke either, for a section of one of the former breweries was leased by the Harley-Davidson Motor Co. and turned into a motorcycle factory. Here is a squad of Milwaukee's finest

open to the charge that he gets all the traffic will bear.

Having wandered somewhat from the point, let us return to it by stating emphatically that police sales are desirable to the dealer ONLY if he makes his legitimate margin of profit. The advertising value of a police sale from the dealer's standpoint is considerable, but it does not pay his rent, or feed his children, and the dealer—whoever he is, or whatever make of machine he sells, that cuts his price to the point where he makes no profit, that drags his machine out of the quality and into the price class, well, I'd say that he is just plain foolish, that he ought to be selling peanuts, and that sooner or later the sheriff will be around with a mouthful of tacks and a neatly printed notice.

Most every dealer read Mr. Parsons' editorial in the March 16 issue of MOTORCYCLE AND BICYCLE ILLUSTRATED, entitled "Buy Them Right," in the last few paragraphs of which he made a plea for more unity among the various competing dealers. Also, by the time this is printed all dealers will have received a letter from the very efficient secretary of the N.C.D.A.—Mr. A. B. Coffman, in which he urges the elimination of the partisan spirit among bicycle and motorcycle dealers, and the adoption of co-operative measures to the end that the industry as a whole may flourish, and which much to be desired condition would, of course, redound to the benefit of the individual dealer.

This is not a new idea by any means. Fraternalism goes back to the very roots of civilization, it has proven its sterling worth in thousands of cases. Four sticks bound together have a combined strength six times greater than any individual stick



Irving Barnard, Excelsior-Henderson traveler in New York and Pennsylvania, who, like all Excelsior salesmen, "does it with a motorcycle." He uses a Goulding sidecar. This picture was taken in Humboldt Park, Buffalo, N. Y.

of the four, and so it is with men in general, and with motorcycle dealers in particular.

"United we stand, divided we fall."

Is there anything in the cycle trades at the present time that would do more real and lasting good than the elimination—or eradication of this miserable spirit of partisanship which has existed from the inception of the industry, and which has

been fostered right along by factory racing teams, now happily on the road to complete elimination?

This partisan feeling existed years ago in the automobile field, and it is a tribute to the broad-mindedness of the men in that industry that it has long since been driven out. Are we never going to grow up, and cease acting like spoiled kids?

We need fraternalism among competing dealers—not the elimination of fair and square competition—for competition is the life of trade—not the merging of dealers' individualities, but rather a spirit of co-operation which will give each dealer that faith in his particular product, such enthusiasm for its possibilities, that he will get out, and while selling his own machines at a profit, he makes it possible for his brother dealer to do the same.

Talk is cheap, but come on, let's act!—Let's get together! NOW!!!!

COOK CO. MOUNTS OFFICERS

MAJOR ALBERT DENMAN, former captain of the mounted division of the Chicago police department, has been appointed chief of the new Cook County highway police department. The new force will consist of seventy men and three sergeants, all motorcycle mounted. They will be located at three stations in the county, with headquarters at the county building in Chicago. Major Denman served in the army for eight years and during the world war was a major in the artillery corps.

The new county police force is expected to prevent the escape of many of the criminals who commit crimes in the city and have escaped because there was no mobile force to go after them.

New York Motorcycle Police Reserves

Clubs May Organize Their Own Companies and Elect Their Own Officers—Crotona Heads the List

NEW YORK'S Finest have added a motorcycle division for the police reserves. Meetings are held every Monday evening, at the Bronx headquarters, 4187 Park avenue, corner Tremont avenue.

Any motorcycle rider of good character; a citizen of the United States; capable of passing the examination, which is not difficult, and who is at least 5 feet 5 inches tall, is eligible to membership in the force.

As far as may be ascertained at the present time, membership in this new unit is of a social character. At the last meeting about twenty members, a majority of

whom were Crotona club members, were put through the infantry drill regulations. This drill lasted 15 minutes and the rest of the evening was spent in sociable talks, answering questions, instruction in police rules, appointing the president of the Crotona Motorcycle Club, Mr. George Dennett, a lieutenant. At present the company is under the command of Captain J. T. Dye. The Crotona M. C. expects to have their own company in the near future, commanded by their own officers and non-coms.

Members will receive the regulation blue uniforms, leggings and shields, when sworn in. They then have the same au-

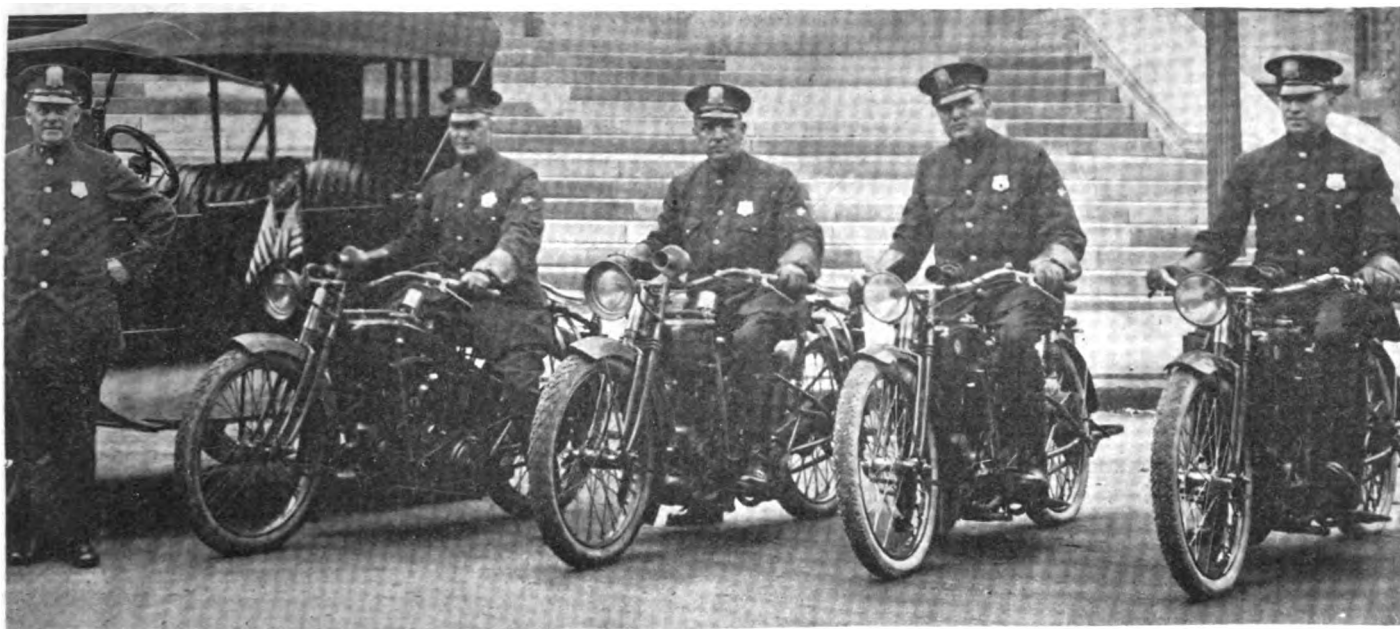
thority as the regular police officers, but will purchase their own revolvers.

A gym and range will be used by the unit for physical instruction and use of firearms.

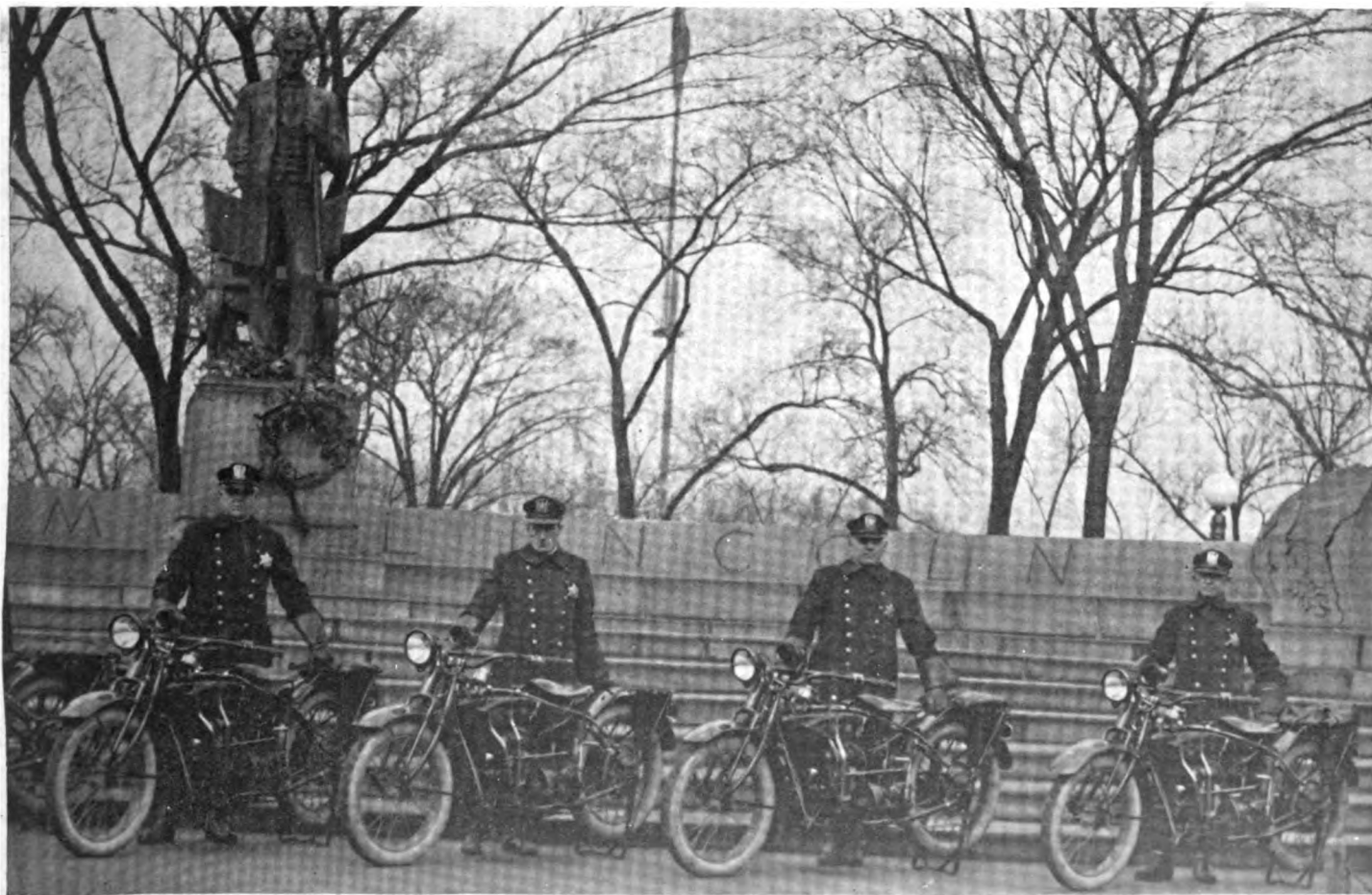
The Motorcycle Unit will be used to curb speeding, reckless driving, etc.

Any motorcycle club joining with 25 of their members may form their own company and chose their own officers.

The reserves will parade on May 6. So just keep an eye skinned for the motorcycle division. It is hoped that many deserving motorcycle riders will join this new unit and reap the benefits and pleasures of many fine evenings to come.



In Reading, Pa., the cops are mounted on Reading Standards, the kind that's built in the mountains, and built to climb 'em. The speeder who tries to get away from the Reading patrol has just no chance at all



Wonder what Abraham Lincoln would have said if his bodyguard had suddenly appeared some morning mounted on motorcycles instead of horses. Here are the Chicago Lincoln Park Police, and their Chicago-built Henderson steeds guarding the statue of the great emancipator

Suggestions for Wide Awake Dealers

FREAK WHEEL FOR PUBLICITY

A. C. WAITS, who runs a bicycle store at Pine Bluff, Ark., put over a publicity stunt that caused a lot of talk in his town. He welded an extra frame on top of a regular bicycle, making it appear like a double decked wheel and on the handle bars of the upper frame he mounted a miniature bicycle. Then he rode about town on his novel contraption. Of course he had it plastered with signs advertising his business. In addition he placed several bicycle stands in different parts of the city with a miniature bicycle bearing his sign mounted on top of them. Everybody in Pine Bluff knows that Waits sells bicycles.

FILLING THE REPAIR SHOP

THE Treagold Sporting Goods Co., Kingston, Ont., wanted to attract a big volume of overhaul and repair business for their bicycle department and went out after it with a newspaper ad in which the picture of a bicycle appeared upside down. "Is this the way your bicycle is?" was the question beneath the picture. The rest of the space was devoted to telling the riders they could not expect to leave their machines kicking around all winter and expect to have them in shape for spring riding, and advising them to bring them in and have them fixed up while the weather was bad so they would be ready for the first sunshiny days. He reports excellent results.

JUVENILE VEHICLES HELP

MANAGER HEWITT of the Mercer Cycle Co. of Seattle, Wash., advocates the carrying of a line of juvenile wheeled vehicles. His sales argument to prospective customers is that he carries only the best grade of goods. "They last longer, give better service and more

value for the money," he tells his customers. "It pays to buy a good tricycle. After the boy or girl has outgrown it the next youngest can start riding. In that way you get the full value of it. Then when your boy or girl outgrows the tricycle we have a complete line of juvenile bicycles for you to choose from." Hewitt says that the idea that juvenile wheeled goods are only salable during the holiday season is wrong, for he sells them all the year around, though the greatest volume is obtained during the holiday season. He believes a complete line from kiddie car, scooter, tricycle, bicycle, lightweight, middleweight and heavyweight motorcycle is the logical thing for a cycle dealer.

STARTING THEM RIGHT

THE matter of service is a most important one in keeping the new motorcycle rider sold. "The first six weeks are the hardest," is the statement of Sam E. Rapkin of the W. T. Walker Co. of Boston. "The rider who has never owned a motorcycle and doesn't know much about its mechanism is quickly dissatisfied if some little thing goes wrong. He doesn't know what to do about it and blames it on the machine. We give with every machine a card which entitles the rider to twelve half hours of service.

READ YOUR MANUAL CAREFULLY. The dealer is responsible for the proper use of the machine. This card is not valid unless signed by the dealer.

1st Date	1st Time	2nd Date	2nd Time
Card No. _____ Date _____			
W. T. WALKER CO. 123 Main Street, Boston, Mass. Motor-Cycle Accessories Bicycles and Supplies			
THIS CARD (valid for 12 months) entitles the holder to 12 half hours of free service subject to the conditions on the reverse side. No fee service extended without this card. This card is not transferable and is not good unless signed.			
3rd Date	3rd Time	4th Date	4th Time

THE WALKER-SAVOIR CO.
123 Main Street, Boston, Mass.
Motor-Cycle Accessories
Bicycles and Supplies

This includes adjusting drive chains, regulating the oil supply, inspecting the oil level in the transmission, inspecting and adjusting the tappets, filling and testing the battery, inspecting and adjusting the

magneto, flushing the motor with kerosene, adjusting the carburetor and a general inspection of the machine. The rider is urged to bring his machine to the shop regularly for this service. By the time the free service is used up he is familiar with all these things and has got the habit of coming to the shop often. This keeps him in touch and a customer for such accessories as he may need.

A DOLLARS AND CENTS SALES ARGUMENT

IN soliciting police business dealers should never overlook emphasizing the fact that motorcycle equipment is a practical investment rather than an expense. In many cases police departments who have kept an actual record of fines as compared with the cost of motorcycles and the expense of running them find that the motorcycles show an actual profit.

It is surprising to note that police officials many times overlook this important fact. An explanation of this point has often clinched a sale which could not have been secured otherwise.

Figures prepared from the records in the City Hall at Mason City, Iowa, reveal the fact that for 14,000 miles of service covering a period of 19 months including all seasons the operating expense of the police motorcycle in use in that city totaled only \$140., or an average of one cent per mile. In New York City, where 300 machines are in constant use, the motorcycle corps of the Police Department gave the city a net profit of \$481,662 for a period of nine months from February 1, to October 1, 1920. This was after all operating expenses, including salaries of the drivers had been deducted from the total fines imposed, which reached the astounding figure of \$767,960. The saving to the metropolis in terms of crime prevented, lives saved through suppression of recklessness, etc., is inestimable.

HOW ROCHESTER DEALERS SOLVE THE COLLECTION PROBLEM

INFORMATION CARD

TRADE COLLECTING and REPORTING AGENCY Name _____ O.R. # _____

Name _____ Residence _____ Age _____

Works for _____ Address _____ Rating _____

How long _____ CK No. _____ Pay day _____

Refers to _____ Practice _____ Tel. _____

What has he met? _____ Address _____ Tel. _____

Worked most for _____ Tel. _____

How long _____ Practice _____ Refers to _____

What did he say? _____

REMARKS _____

How long _____ What has he met? _____

SALESMAN: Explain to your customer payments must be made at your office when due either by call or mail. Give him card and envelope and impress that collector will call him \$1.00 per visit.

Charge with _____ Address _____ Owns _____

Trades at local store _____ Address _____ Sex _____

Lived here _____ Lived formerly _____ Born at _____ Nationality _____

Married _____ Keeps house _____ No. in family _____ No. working _____ Family's total weekly income _____

Owns property at _____ Equity _____ Rents with _____

Name Father, Mother _____ Address _____

Works for _____ Address _____

Possesses own property at _____ Equity _____ Rents with _____

Subsides _____ Address _____ Works for _____

Friend _____ Address _____ Works for _____

Uncle _____ No. _____ Card No. _____ Tel. _____

Sister _____ No. _____ Refers to _____

BOYCOTT FOR _____

Name _____ Residence _____ Age _____

Works for _____ Address _____ How long _____

Refers to _____ Tel. _____ CK No. _____ Wage _____

SALESMAN: Did you explain fully above payments as per note opposite page? Did you give him envelope and card and tell him _____ would cost him \$1.00 a visit. What do you think of this risk _____

The dealers of Rochester, N. Y., have found a satisfactory solution of the troublesome collection problem. They have made connections with a collection agency which handles all of the installment collections for both motorcycles and bicycles. When a sale is made the necessary information is placed on a card and the card turned over to the agency, which is under the direct control of the association, but not connected with any of the dealers. Details of this plan can be obtained by writing to Grover C. Ash, secretary, Rochester Cycle Dealers' Association, Ash Motor Corp., Rochester, N. Y.

Making Business Better in Your Town

By Fred Counterman

(All rights reserved)

WAS yours one of the towns in which the Chamber of Commerce or Commercial Club died or disbanded during 1921?

Or was it, perhaps one of those towns where all efforts to start such an organization, or to revive a defunct one, failed for lack of sufficient interest on the part of the business people?

Were you, by any chance, one of the ones who lacked enough interest in the advancement of the community to be willing to do your part in helping to make business better? Were you unwilling to give any time and energy to promoting the general welfare of business in your town because you were so intent upon the affairs of your own individual business?

Have you failed to realize that the development of the business of the community as a whole is important to the growth and success of your own business?

Am I asking too many questions? I know they say that a fool can ask more questions than ten wise men can answer. But, one more question: Are the above questions foolish questions?

If the merchants of a town are not willing to work together and work hard to better business conditions as a whole in that town; if they are not willing to co-operate to bring in more trade from outside and to bring it from a greater radius they deserve to fail.

It is a sign of business shrewdness to be able to get the trade of the community away from your competitors. A man may achieve some degree of financial success in that way. But it is a sign of something bigger and better when a man is able and willing to work with his competitors to bring more business to the town as a whole and to make business conditions better for all.

You have probably noticed what I have in some towns where part of the business men hang back and will not help boost the general business welfare. Those hang-backers are very willing and even glad to profit by the work the rest do to make business better. All I can say about that is that I am thankful you are not one of that kind of merchants.

Since you are willing to help, give a thought to what you can do to promote the improvement of business in Yourtown

as a whole. What are some of the things you can do?

You can and you will, of course, operate your own business just as efficiently as you can, but what can you do toward helping in a bigger way?

If there is no organization of the local

operation a live organization of the business men of Yourtown. Then use your influence to get them to act to develop business.

There may be some respects in which the town is really lacking. Well, organize to supply those defects, but don't advertise their lack by knocking the town in the hearing of people you want to have making it their trading headquarters. A couple of active crabbers in a community can do more to drive business away than you have any idea.

The towns where business is going to be best through 1922 are those towns which have the reputation for being alive. People will buy where they are asked to buy. See that all the merchants in town keep asking for patronage—asking by constant newspaper advertising and by frequent direct mail publicity. There is not a shadow of a doubt that if three-fourths of the merchants in your town would each send out to his mailing list a letter each week for a year the result would be such a great increase in the retail sales of the community as would astonish every one.

Your Chamber of Commerce needs to do some work with its members as well as with the outside public. Every member ought to be approached personally and sold on the proposition that he individually can do a lot this year to make your town a better business center.

Intelligent Chamber of Commerce work through 1922, aggressive action by the merchants as individuals and as a whole, will make business better in Yourtown. It will speed up business in just the degree to which your interest is developed. Start right away and work hard. There is enough business to be had for the men who go after it.

THE MINORITY EXPRESSION

DURING the campaign for prohibition a little town took a lively interest in the election. Every house, with the exception of one, displayed this card: "This House is Dry."

For days all eyes watched the windows of that one house without any sign. At last this placard appeared: "This House Leaks a Little."—Judge.

HAMLET ON A BICYCLE

By Paul D. Miller

TO buy, or not to buy: that is the question.
Whether 'tis better for the health to suffer
The crush and jam of stuffy street-cars,
Or to take cash unto a bicycle dealer
And, by investing, end them. To ride: to choke
No more; and by a ride to say we end
The headaches and the thousand sudden shocks
That street-cars cause us, 'tis a consummation
Devoutly to be wished. To buy: to ride;
To ride: perchance to speed: ay, there's the rub;
For in that burst of speed what friends may come
When we have scorched along this mortal soil
Must give us pause: there's the respect
That makes calamity of simple pleasure.
But who would bear the scrambling, jostling throng,
The oppressor's feet, the motorman's contumely,
The bangs of sudden stops, the car's delay,
The insolence of passengers, and the jolts
That patient straphangers of the unsteady take,
When he himself might his freedom gain
With a bicycle? who would insults bear,
To fume and fret in a crowded car,
But that the dread of being seen by friends
Astride a bicycle—a foolish pride,
One must admit—inhibits the desire
And makes us rather bear those ills we have
Than fly to others that we know not of?
Thus vanity doth make cowards of us all,
And thus the native hue of resolution
Is sicklied o'er with the pale cast of thought,
And good intentions based on common sense
In this regard succumb to falsest pride
And lose the name of action.

merchants, you can stir up the matter and get one started. It needs only the energetic efforts of one live man to put that over. Get a few of the best boosters together and suggest organization. Don't be afraid to take the presidency if it is offered you. It will do you a lot of good to act as the head of such a movement. It will broaden your ideas and familiarize you with the community as a possible market for your own goods. It will make you a bigger man.

If there is a dead organization, see if you can awaken it. If it cannot be brought to life, start another. If there is one organization that is just enough alive to resent being gingered up, start another anyway. There are some advantages in having two organizations.

Do all you can to see that there is in

PRINCIPLES *of* PROFIT

By **B. J. Munchweiler,**

Instructor, Philadelphia School of Commerce and Accounts

THE following principles are the A. B. C. of business success.

1. Determine just what amount of cycle goods stock you should carry by dividing the monthly business into yearly receipts then divide by twelve. You can thus strike a working average per month. If stock is too high one month, take steps to reduce the next by (a) not buying, (b) holding sales, (c) reductions.

2. Determine your rate of "turn over" by average monthly sales so stock will not be top heavy in dull months and under its quota in the busy season.

3. Always figure "turn over" on retail sales not cost; for example, a stock costing \$5,000 does not "turn" ten times when you do a yearly business of \$50,000 but a little more than 6 times if your average profit is around 33 1-3 per cent on costs.

4. Make it a fixed rule to figure profits on retail sales price not cost of goods. An article costing \$1.00 and selling for \$1.50 yields a gross profit of but 33 1-3 per cent, not 50 per cent as many misguided storekeepers suppose.

5. Do not figure "overhead" on cost but on selling price.

Article costing, \$1.00.

Selling price, \$1.50.

Overhead, 20 per cent of \$1.50 or 30 cents.

Total Cost and Overhead, \$1.30.

Net Profit, 20 cents.

6. Be sure inventory is taken at least once a year, better twice, taking stock at what each article will fetch in the open market not what you paid for it.

7. Another and perhaps a safer method of taking inventory is to take account of your stock at retail prices and deduct your average "mark up" thus if you have on hand goods marked \$60,000 and work on a basis of 33 1-3 per cent, the value of stock is \$40,000.

8. Never reduce or advance the price of an article unless proper entry is made of the transaction on your books, for if you do, the stock will not balance at inventory time.

9. Sell goods in the order in which they were bought. This can be done by using a different color price tag for each month's purchases. A red tag affixed to goods means same was purchased in January; a blue one means February and so on down the scale of months in the year. When selling, show goods with the early month's color tags thereon.

10. Take full advantage of cash discounts on the goods you buy as it is your best investment. Two per cent off 10 days on bills will yield you a revenue of 36 per cent per year.

Quick Discount Figuring

The discount tables of most merchandizing and manufacturing companies are overburdened with a complication of figures that make discount calculations more or less tedious. Almost every establishment has a certain combination of discount figures. Its printed catalog may contain a list of a thousand or more articles, but a few combinations only are necessary to exhibit in the discount sheet. Some of the most used chain discounts are: 10 and 5; 20 and 10; 30 and 20; 50 and 20; 20 and 5; 50, 20 and 5.

Suppose an article listed in the catalog at \$4.00 is sold with a discount of 10 per cent and 5 per cent. The ordinary method of computing the net selling price would be as follows:

10% of \$4.00=40c

5% of \$3.60=18c

\$4.00-40c=\$3.60

\$3.60-18c=\$3.42 the net cost

Place your sales force on the quota system so the sluggard does not earn the same salary as the energetic clerk. This quota is as a rule based on sales over a certain sum on which the deserving clerk

gets added compensation of from one to five per cent.

Weekly Wage	Quota allowed on \$200	10% over \$200	25% over \$200
\$9	.76	.84	.95
10	.84	.92	1.06
11	.92	1.01	1.15
12	1.00	1.08	1.25
13	1.08	1.19	1.35
14	1.16	1.28	1.45
15	1.24	1.36	1.55
16	1.34	1.47	1.68
17	1.41	1.55	1.76
20	1.68	1.82	2.06
25	2.18	2.48	2.96
30	2.49	2.73	3.18

The following table gives the relation which percentage of selling price bears to percentage of cost:

1/3 of selling price is equivalent to 1/4 of cost.
1/4 of selling price is equivalent to 1/3 of cost.
1/5 of selling price is equivalent to 1/4 of cost.
1/6 of selling price is equivalent to 1/5 of cost.
1/7 of selling price is equivalent to 1/6 of cost.
1/8 of selling price is equivalent to 1/7 of cost.
1/9 of selling price is equivalent to 1/8 of cost.
1/10 of selling price is equivalent to 1/9 of cost.
2/5 of selling price is equivalent to 2/3 of cost.
2/7 of selling price is equivalent to 2/5 of cost.
2/9 of selling price is equivalent to 2/7 of cost.
3/8 of selling price is equivalent to 3/5 of cost.
4/9 of selling price is equivalent to 3/4 of cost.

Make a schedule of your fixed expenses which should embrace the following items:

1. Taxes.
2. Insurance.
3. Fuel, Light, Water.
4. Rent.
5. Salary.
6. Clerk Hire (include self).
7. Advertising.
8. Express, Telephone, Telegraph.
9. Office Supplies.
10. Drayage (paid others).
11. Repairs.
12. Depreciation.
13. Delivery.
14. Shrinkage.
15. Donations.
16. Bad Debts.
17. Interest on Investments.

Use your bank and banker for business purposes, not as an accommodation or a convenience, also do not ask "favors" but remember your bank is for the purpose of loaning money on gilt edge security.

BRIEF CHRONICLE

A CHICAGO business man has been having a difficult time to obtain a competent office boy, and the list of failures has been a long one, as the boss is most fastidious.

One afternoon, just after the dismissal of one incumbent, the boss remarked to the head bookkeeper:

"My experience with office boys may be summed up this: Hired—tired—fired."—Newark Sunday Call.

ANNUAL REPORTS.

Each day, just now, brings dismal grist,—
The annual reports appear;
They "Twenty-One's glum totals list,—
But that, you'll note, was yesteryear!

Conventional in shape and hue,—
At phrase and figure closer peer,
You sense the red ink seeping through,—
A tint, howe'er, of yesteryear!

Small matter what the enterprise,—
Since most were caught in fate's rough gear;
And none the ordeal's scars denies,—
But those were wounds of yesteryear!

Mills, motors, packers, coal or steel,
Or rails or ships,—statistics clear
The twelvemonth's damage now reveal;
Remember that was yesteryear!

Income account and balance sheet,—
What net? What surplus? Sharp and sheer
The gaps where ends should snugly meet,—
Ah, that was tale of yesteryear!

Executives' brief resume
Of how and why,—each story dear,
Shrunk sales, peak costs, of yesterday,—
Collapsed balloons of yesteryear!

And one grim word our price-sprees tell,
When naught too huge and naught too dear;
Sad sums that "inventory" spells,—
But that was sin of yesteryear!

Now should or do these sombre tales
Our moods or markets chill with fear?
A different day our courage hails,—
We've said good-bye to yesteryear!

—Boston News Bureau Poet (B. F. Griffin).

Rider's Service Club Profitable to Dealer

THE Sterling Cycle Co., of Camden, N. J., has a service plan that is profitable for them and very satisfactory to their riders, so satisfactory in fact that sixty riders joined the club during the first week of its existence. The plan is simple.

The riders pay a membership fee of \$5 and dues of \$5 a month, a total of \$60 a year. For this the company agrees to give each rider's machine one complete overhauling a year, keeps the machine in constant repair, supplies all necessary parts and labor, except tires and accessories. In case of accident the company supplies all parts at cost. In addition the company gives the club members a five per cent. discount on all accessories during the time they are members of the club. The company also gives free tow service within a fifteen-mile radius of Camden. The membership contract is as follows:



Up-to-date store of the Sterling Cycle Co., Camden, N. J.

STERLING CYCLE COMPANY of Camden, New Jersey

Date....., 19

The undersigned hereby agrees to pay to the **STERLING CYCLE CO.** the sum of five dollars (\$5.00) on the first day of each month, for a period of twelve months from date, during which time the said **STERLING CYCLE CO.** agrees to keep one Motorcycle (any make) in first-class running condition, furnishing all parts and labor necessary (no tires or accessories included). It is further understood that the undersigned shall be entitled to one complete overhauling of said motorcycle during the life of this agreement. It is further understood and agreed that, should the said undersigned, through an accident or collision, damage the said motorcycle mentioned above, the said **STERLING CYCLE CO.** will not be expected to furnish the necessary repairs without additional cost. They will, however, agree to again put the said motorcycle in good running condition at cost so long as this agreement remains in force.

It shall be further understood that, during the life of this agreement, the undersigned shall also be entitled to a discount of five per cent. on all sundries which he may desire to buy from time to time from the retail price as of the day of purchase.

Signed.....
Signed.....

WITNESS:
.....

Why not try this out in your town. It has more advantages than just keeping the riders coming to your store and keeping your repair shop busy. It means that the riders will always have their machines in first class condition. They will always be a good ad for the motorcycle and they will retain their enthusiasm for the sport and boost it to others for they will be "satisfied" riders.

CARING FOR THE CATALOGUES

EVERY merchant receives many trade papers as well as catalogues almost every business day in the year, but few take the care of them or put them to the

use it is possible by exercising a little forethought.

In the first place, every trade paper, folder, catalogue or circular pertaining to goods you sell should be kept, for there is no telling when one will be of valuable assistance. At the time you receive perhaps a catalogue it does not seem to appeal, or you may say to yourself, "Only another catalogue; why do those people send me their catalogue? I have not bought from them in years." Simply glancing over the pages which has cost a man time to compile, a firm money to issue and mail, will not help you or the firm which sent the booklet, but to classi-

fy, file away and refer to will accomplish all the catalogue is designed for.

Not a few good plans are known to file catalogues so that they take little space and are always available. The best manner to file the larger or bulky books is in a series of bins measuring about twelve inches deep, ten inches wide and from three to five inches in height. On top of sections affix a number, and in a filing card set the explanation. Some people simply letter the bins, but if a catalogue is lost no record remains with this method.

For leaflets nothing is better than to "slip paste" them in a loose leaf note book, under each the date received and other data which will aid you.

SPECIAL FINISH GETS 'EM

A. H. GOTTSCHLICH of Davenport, Ia., made a special window display of the white Indian Chief and sidecar outfit which the Hendee Mfg. Co. had in their exhibit at the Chicago show last November. Besides attracting a lot of attention from the general public it brought requests from a number of riders for machines of a special finish. It convinced Gottschlich that there is a call for a limited number of specially finished machines worth looking for.

VERBAL BARRAGE

"Shall I go over the top?" asked the talkative barber, poised his shears.

"Yes, as soon as your gas attack is over," answered the weary customer.—*The Traveler's Beacon.*

Business Is In

We have turned the corner
reason to look to the future
well directed effort will bring
many signs pointing to better times

1. Farm products, principally grains and livestock, have advanced 15 to 50% since last November. The farmer long on a buy again buying and his purchases are having a quickening effect on all industry.

2. Frozen credits are being liquidated and the money situation that threatened financial disaster for so long is now a thing of the past. Reserve Bank ratio of reserves to liabilities stands at 78%, whereas, the ratio was 65% a year ago. Interest rates are declining and financial institutions are again in a position to make worthy loans.

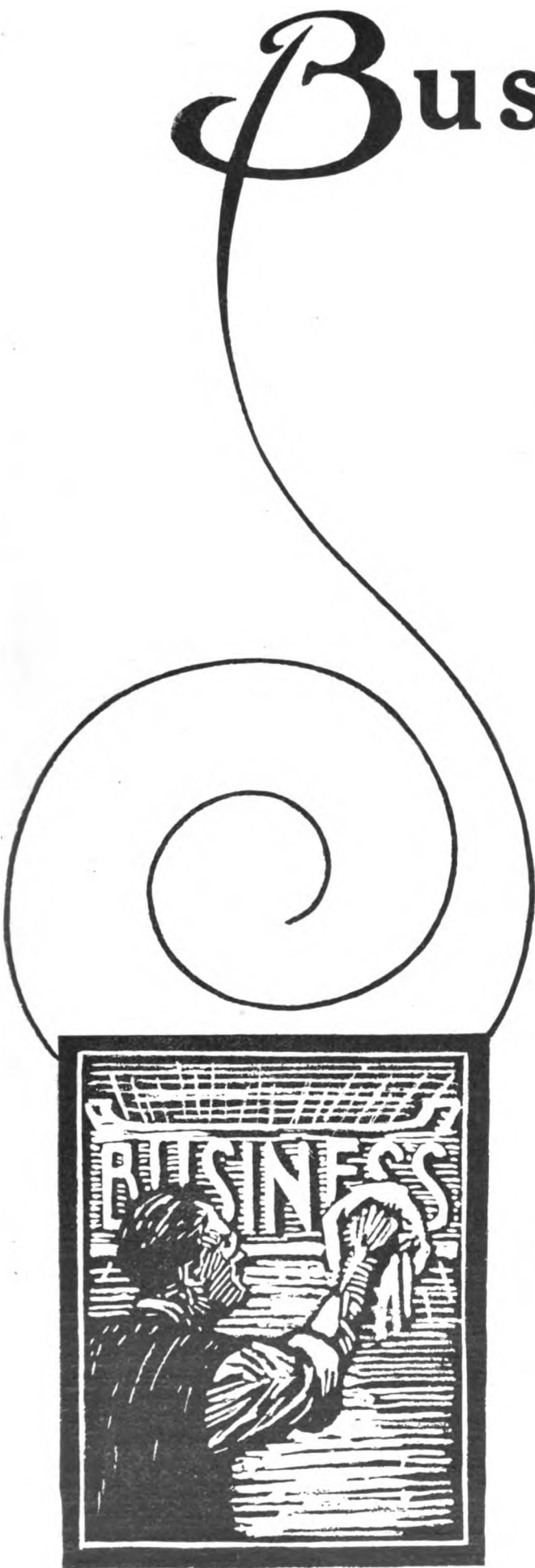
3. Foreign exchange is advancing. The pound Sterling is now selling at \$4.42 a year ago. The French franc has advanced from 10 cents to 9 cents. These advances are in line with the general trend of the market.

Now of all times is the time to go after more business. It is possible for thousands to satisfy their needs and fully acquainted with the merits of the Harley-Davidson motorcycle. The superior performance on the road. The most of these advantages are going to have a great effect on the business of the future.

HARLEY-DAVIDSON MOTORCYCLES

Largest Producer

For assurance of prompt attention to your wants, mention *Motorcycle and Bicycle Illustrated*



Improving Steadily

and business is on the upgrade. There is every
with confidence and the firm assurance that persistent,
an ample reward of sales and profits. Some of the
mes are:

and livestock,
vember and
ers' strike is
having a

and the acute
cial disaster
The Federal
abilities now
only 52% a
and financial
to consider

The English
against \$3.87
nced from 7
creasing the

buying power of foreign countries tremendously,
and they can again purchase the products of our
farms, mines and factories.

4. Steel mills are operating on a 65 to 70 per cent
capacity basis against 40% at the beginning of the
winter. Unfilled United States Steel Company ton-
nage at the end of March shows an increase of
350,000 tons for the month.

5. Mines are being opened. The greatest copper
mine organizations in the West are taking on men
and getting operations under way.

6. Rail traffic is increasing and the railroads are
placing the biggest equipment orders in years.
Freight car loadings for the week ending April 8th
show an increase of 159,221 cars over the same
week a year ago.

motorcycle sales intensively. Improving employment conditions will make
desire to own speedy and economical transportation. These buyers are
Harley-Davidson through consistent national advertising and the machines
dealers who hold the Harley-Davidson selling franchise and make the
a mighty good year.

MOTOR CO., MILWAUKEE, WIS., U. S. A.
of Motorcycles and Sidecars in the World

For assurance of prompt attention to your wants, mention Motorcycle and Bicycle Illustrated

A Sales Generator for Dynamic Dealers

By M. C. R.

THE sales event outlined here is one that will not worry the head or silver-line the pockets of the motorcycle dealer who makes faces at his competitor and sledges every make of machine other than the one he sells. For him a size 5 $\frac{7}{8}$ hat and a cobwebbed business.

For the competitive dealers of a "live" town who know the value of concerted action (like that of the anti-saloon interests; agree with them or not) the reward of carrying through such a sales event as here described will be proportionate with the effort put forth collectively by all those back of it.

Let us assure you, before going farther, that the stunt has been so successful as applied to automobiles that the event has been instituted as an annual one in a number of medium-sized cities.

The occasion should be called "Motorcycle Day" and should be set for a Saturday, preferably, in a season of good riding weather. As it is expected that many motorcyclists within a radius of 100 miles of the city will attend, this transient population will interest many merchants. The plans can be shown the retail merchants' organizations and other business clubs.

If the other merchants are as keen as the motorcycle dealers, they will back the project with good committee work, donations or merchandise to be used as prizes, special sales, etc.

The lists of motorcycle licenses issued by the State and nearby States, if practical, can be secured and such portions of the lists circularized as is deemed advisable, dependent, of course, upon distances and condition of roads.

The circular, or letter used should contain a program of the day's activities, list of prizes and announcement of shopping advantages because of cut prices, etc.

The day will get under way auspiciously if the first event be a parade down the main street and other streets upon which are located the business places of merchants who are back of the event. The line of "march" can be as long as desired and may embrace a tour of points of interest in and adjacent to the city.

The value of a lengthy parade as a mighty publicity feature for the two-and-three-wheel dealers can readily be seen.

Pennants, balloons and paper decorations and novelties distributed free to

the riders will give the ensemble a gala appearance that will help sow the seed of riding desire in the hearts of the on-lookers at the curb as well as please the motorcyclists and advertise the givers.

Prizes can be offered the heaviest man and woman, the lightest man and woman, the oldest man and woman, the youngest man and woman, the youngest child, the youngest couple, the oldest couple, etc. Of course, the prizes are awarded only to motorcyclists and sidecar passengers, visiting or local.

Prizes can be offered to the neatest-looking motorcycle and rider, to the motorcycle bearing the greatest number of accessories, to the oldest motorcycle that will still run, to the motorcyclist coming the greatest distance to attend, and so on. The list can be added to or shortened according to the generosity of the merchants in donating prizes.

Games and minor contests in which any motorcyclist can engage are in order.

JOG ON, JEHOSEPHAT!

Road gets rougher, every mile; (Cluck),
Jog on, Jehosephat, n' show some style.

Mule's gone lame an' the hens won't lay;
Corn's way down an' wheat don't pay;
Hogs no better, steers too cheap;
Cows quit milking, meat won't keep;
Oats all heated; spuds all froze;
Fruit crop's busted, wind still blows;
Sheep seem puny, an' I'll be durned
Rye field's flooded an' the haystack's burned.
Looks some gloomy, I'll admit—(Cluck)
Jog on, Jehosephat, we ain't down yit.

Coal's in high an' crops in low;
Rail rates doubled, got no show;
Money's tighter, morals loose;
Bound to git us—what's the use!
Sun's not shinin' as it should;
Moon ain't lightnin' like it could;
Air seems heavy, water punk;
Tests yer mettle; shows yer spunk;
No use stoppin' to debate—(Cluck)
og on, Jehosephat, it's getting late.

Wheels all wobble; axle's bent;
Dashboard's broken, top all rent;
One shaft splintered, tother sags;
Seat's all busted, end-gate drags;
May hang t'gether—b'lieve it will;
Careful drivin' 'll make it still;
Trot—gosh ding ye—that's the stuff,
Old trap's moving' right good speed—
(Cluck) Jog on, Jehosephat,
You're some old steed.
Road's smoothed out 'til it don't seem true—
(Cluck)

Jog on, Jehosephat, you pulled us through.
—W. H. Stark in the Manufacturers' Record.

Open-air demonstrations of new models will easily draw interested audiences, and while the dealer cannot reasonably expect to sell motorcycles that particular day he will most certainly accomplish much in the way of favorable publicity, which after all is an excellent first step towards sales.

Such a sales event is bound to impress the townspeople with the popularity of the motorcycle, weld the motorcyclists into a more enthusiastic body of boosters, stamp the motorcycle dealers as progressives, and have a most wholesome effect on motorcycle business.

Faint heart ne'er won fair business. Let's see in what part of the country the pep-and-ginger dealers are located.

WINDING UP THE TIME SALE

DO you say "thank goodness that account is closed," and pay no more attention to the rider who has made his last payment on his motorcycle, or do you give this rider to understand that you are just as much interested in him as ever? Here is the way W. W. Whiting closes a time payment sale. Perhaps it would be better to say this is the way he keeps it open for future business. When the rider has made his last payment he is sent his papers of ownership with the following friendly note:

Dear Sir:—

Enclosed you will find all papers on the ownership of Harley-Davidson motorcycle 13132M, on which you completed payments today.

Mr., this has been a very satisfactory account, and I would be glad to do business again with you under similar conditions. Any time you desire a reference as to your manner of meeting credit obligations I will gladly give my experience with you.

We operate a very thorough repair shop, use only the genuine parts, and endeavor to give the best possible service to our riders on any kind of repair work that comes up from time to time. I am here to serve you and to give you the benefit of my sixteen years' experience in the motorcycle business.

Keep in touch with me from time to time, as I want to know that you are getting the maximum of service out of your machine.

I thank you for this business.

Very truly yours,

W. W. WHITING.

A letter like this makes the rider understand that the dealer is still at his service and just as much interested as before. It helps to make him a steady customer and booster for Whiting and that is what Whiting wants.

Three Busy B's With *the Ace*

Paul J. Bailey Handles Advertising and Publicity. Cannonball Baker Out After a New Record. Business Booming

By a Staff Correspondent

PAUL J. BAILEY has joined the Ace organization as Advertising and Publicity Manager, and one of the first important pieces of news he will have to handle is that E. G. "Cannonball" Baker will soon make an attempt to lower the transcontinental motorcycle record, using an Ace Motorcycle and sidecar combination to do it with.

These two important pieces of news leaked out of Sales Manager I. J. Keller's office at the Ace factory out on Sepviva street in Philadelphia this week.

Bailey is already on the job. He hung his hat and coat on a hook in Sales Manager Kellner's office the middle of last week and then went out to give the plant the once over. He has just recovered from a serious illness and is not quite ready to take on Dempsey, but he was so pleased with what he saw out in the factory that he said he felt like dancing a jig anyway.

"It's like getting back home to be once more associated with Will Henderson," said Bailey, recalling the time that he was advertising manager for the Henderson Motorcycle when it was manufactured in Detroit. Engineer Henderson remarked that there were quite a few of the old Henderson crowd now in the Ace organization, besides himself. Ed Ball is foreman of the assembling room, Marion Slater in the service department, and with Bailey joining up they have a full quartet.

Sales Manager Kellner is also rapidly getting his road organization into shape. The latest addition is E. W. Fish, formerly with the Goodyear Tire and Rubber Co., who will travel New York. R. M. Huber is down in Ohio and Indiana, and Roy Artley is stirring things up out on the coast. Kellner, himself, is on a trip to Buffalo, Rochester, Cleveland, Columbus, Cincinnati and Indianapolis and expects to follow that with a month on the Coast. Down town, your correspondent found President Max Sladkin, and W. J. Walker, who has the Boston agency for the Ace, discussing the possibility of getting two car loads on their way to Boston within the next twenty-four hours. Max said it was up to the railroads, the machines being in the crates and ready to load into the cars. Two car-

loads is fifty machines and that's quite a few, but Walker said it was only a beginning. "It'll be a trainload next," he said. "I am not having a bit of trouble selling Aces in my territory."

It was Mr. Sladkin who let the cat out of the bag about the plans of Baker to set a new record across the country, using an Ace to do it. It slipped out before Max realized it and he was too good a sport to put the ban on its publication after he had given it away, though he said he really had intended not to say anything about it until the start for the record was made.

Baker is now on his way to Los Angeles, riding an Ace from Indianapolis. His trip West will be a pathfinding enterprise and a study of road conditions. The record attempt will be from Los Angeles to New York. The sidecar will carry instead of a passenger 150 pounds of gasoline, oil and supplies and equip-

ment. Baker expects not only to set a sidecar record, there being none at present, but to break the present solo record held by the late Allan T. Bedell. This record was seven days, 16 hours and 16 minutes. It was made with a Henderson June 13, 1917.

L. D. AND D. R. RUN DOWN

THE many friends and acquaintances of L. D. Richards, of the Hendee Mfg. Co.'s sales department, and D. R. Hobart, former assistant chairman of the M. and A. T. A., and present technical writer and staff correspondent for *MOTORCYCLE AND BICYCLE ILLUSTRATED*, will regret to learn that they are both in the Springfield, Mass., Hospital, the victims of a reckless driver in a stolen automobile who ran them down from the rear. Hobart has a broken leg and Richards a broken ankle. At the time of the accident they were traveling through Connecticut on their way to Springfield from New York City with a motorcycle and sidecar outfit. They consider themselves fortunate to have escaped alive, for their outfit is a total wreck.

The driver of the auto escaped and has not yet been apprehended. He drove an Oakland roadster.

KEPT IT IN THE FAMILY

THE first annual "Trophy Run," conducted under the auspices of the Providence, Rhode Island, Motorcycle Club, was held Sunday. The riders competed for two big silver cups, one the gift of B. A. Swenson, the Indian dealer at Providence, and the other by E. A. Lutz, manager of the Swenson-Lutz Company of Hartford, besides merchandise valued at more than \$250, offered by the various dealers of the city. The big trophy was won by L. Winrooth, driving a sidecar outfit. He finished with a score of 29. His wife captured the second cup with a score of 28, she being a passenger in his machine. She received the cup given by E. A. Lutz for the passenger division in the event.

The contest drew out 41 entrants, who left Exchange Place, the official starting point at 10 o'clock. The run was completed in five hours after covering Washington, Hope Valley, Westerly, Wakefield, East Greenwich and Conimicut. Mr. Swenson acted as referee and was in charge of all arrangements, assisted by a large corps of checkers, who were stationed at various points along the "Trophy Run" route.

LEADERSHIP

Pictorial Readers

— versus —

Serious Readers

THERE are two kinds of readers—those who read their magazines to help them advance their business and those who read for diversion. The latter never come to a real conclusion about anything; they look at the pictures to be amused and to kill time.

And the character of a paper's columns indicates unerringly the character of its readers. For a paper can hold its readers only as long as it truly mirrors their aims and desires.

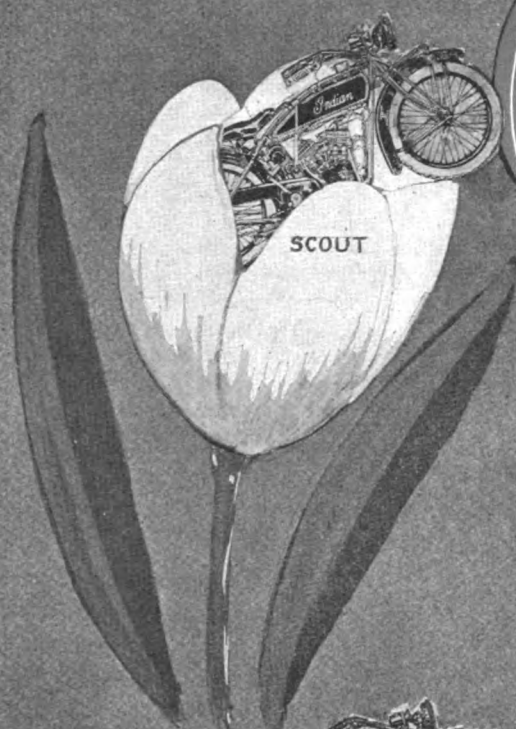
MOTORCYCLE AND BICYCLE ILLUSTRATED is publishing a serious-minded paper for serious readers. Judge whether its ideas are sound by this: It is not only the fastest growing cycling magazine, but the one that has NOW the largest circulation of any cycling paper published in America.

Serious readers mean serious thinkers—men who want to know about the best dealer methods, the product that is worth handling and the latest news about their field. To advertise to them, if the product is right, is to make sales.

It will be a pleasure to quote advertising rates and to outline in detail the service we are prepared to render.

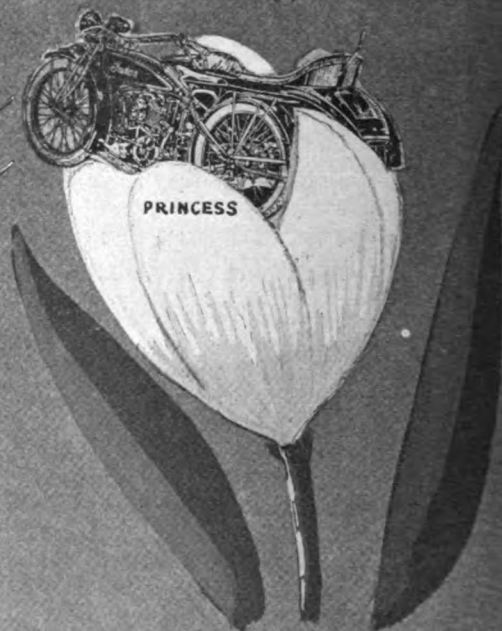
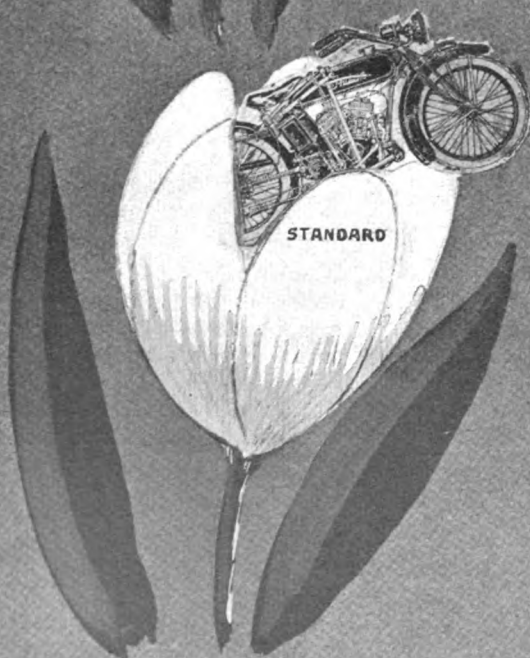
MOTORCYCLE AND BICYCLE ILLUSTRATED
920 Broadway, New York

Spring Buds



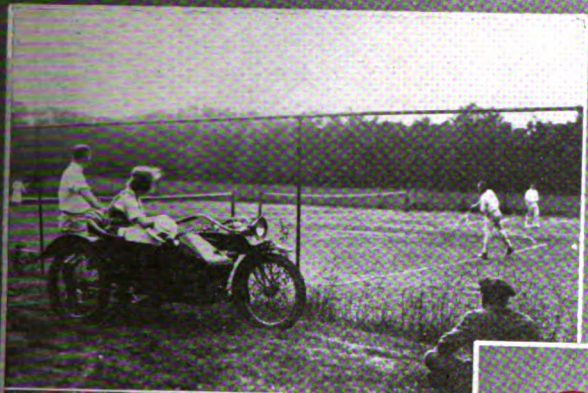
The way the
buds are open-
ing up it looks
like an

*Indian
Summer*

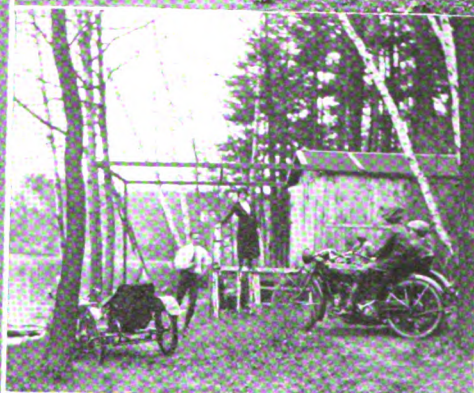


April 26, 1922

Spring Buddies



Indian Buddies
enjoying the
sports that make
a real
Indian Summer



Hendee Manufacturing Company
Largest Motorcycle Manufacturer in the World
Springfield, Mass.

For assurance of prompt attention to your wants, mention **Motorcycle and Bicycle Illustrated**

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Outings like this are among the joys of motorcycling

Inventory Times

By George T. Briggs

President of the M. & A. T. A.

TAKE inventory of yourself and of your business.

All manufacturers and all large industries have taken their inventory losses and started new. Now it is up to you.

Charge off as a total loss—laziness—lack of initiative—failure to get out and go after new business. Charge off bad display window, uninviting and dirty stores—poor workmanship in repair shop—too high grade in values on old machines.

Lack of co-operation with your fellow merchants (your competitors), who must also be your business friends.

Put in a new stock of personal merchandising—namely—enthusiasm—belief in your merchandise—good work in your shop. Work gotten out on time. Attention to detail—proper reconditioning of second hand machines. Organization and support of Motorcycle Club—touring—picnics—Sunday runs, etc. New riders interested. Certain specified time spent in actually canvassing for new business.

Proper use of advertising material furnished you by your factories. Above all else, keep in touch with your customers. Be on the floor and meet them face to face. Treat them as you would like to be treated. See how other merchants go after business. Be as earnest and persistent as the life insurance solicitor. Clean up on your stock of second hand machines, as that is where your profit is. Take your loss and get it over with and don't make any more foolish trades.

"BUY 'EM RIGHT." Take a leaf from the book of the furniture people that won't give you more in trade than your stuff is actually worth. Some day get them to bid on your office and household furniture and see what they offer.

Join the M. & A. T. A. Take advantage of their insurance plan. It will make you money and make you a better merchant. Put a M. & A. T. A. Club in your town and if you have one there already, support it to the fullest extent.

Get acquainted with your competitor. Maybe he didn't murder his grandmother, rob the bank and blow up the sub-treasury as you firmly feel in your heart that he has done. He may be a regular fellow like you are. Now, above all else, stop kidding yourself. Take a good look in the mirror and then take a good inventory of yourself and see if some of the trouble doesn't lie at home. Take a fresh hold and go like you used to before they laid the orders in your lap. The worst is over. More men are going to work all the time.

Conditions are improving slowly but steadily. A little hard training for all of us fits us for the big battle, which is, namely, the Survival of the Fittest.

GOOD IDEAS

By R. S. WEST

SELL a customer what *he* likes; not what you like.

Ingenuity, aggressiveness, courtesy, honesty, health—these are necessary qualifications of a successful merchant.

A little sign on the cash register, "Personal Checks Are Not Cashied Here," may save you much annoyance. However, if a good customer whom you know is perfectly honest, asks to have a check cashed, by all means cash it.

Do not pay a bill with a post-dated check. Wait until you have the money in the bank before you write checks.

Do the handling and checking up of all money that comes in **YOURSELF**, unless you have a mighty good man to do it for you.

Get it out of your head that 20% off is an inducement to buy. Remember that it costs you at least 25% to do business.

If you are thrifty and prosperous it makes a good impression on customers and prospective customers.

Be a broad-minded gentleman.

Folks love to look at pictures. Feed their eyes on them.

Samuel Smiles said: "The close observation of little things is the secret of success."

Make your trade journal your text-book on how to do business.

Keep a stiff lower lip as well as a stiff upper lip. Think! Shove out that chin, and then use your "gift of gab" for getting better business.

When a horse balks you have to handle him carefully to get him started to going again. It's the same with business.

Your show windows are the eyes of your store. You've got to catch a man's eye before you can talk business with him.

When one of your employes does a job efficiently, compliment him. He may repeat.

USES MIMEOGRAPH CARTOONS

HENRY E. MULLINER, proprietor of the Austin Bicycle Shop, 5951 West Chicago avenue, Chicago, makes a novel use of his mimeograph machine. He draws funny pictures that appeal to

BRING HIM TO US AND WE'LL SEE THAT HE NEVER GETS BACK.



NO, HE'LL NEVER COME BACK., Because we are equiped to take care of all "repair-troubles" for you on your BICYCLES, VELOCIPEDES; TRI-CYCLES; COASTER-WAGONS; KIDDIE-KARS; and BABY-CARRIAGES - in fact all kinds of CHILDREN'S VEHICLES,

THE
AUSTIN BICYCLE SHOP
5951 W. CHICAGO AVE.
AUSTIN 1941.

the children, runs them off on postcards on his machine and sends them out to a mailing list of about 3,000 that he keeps strictly up to date. The accompanying illustration is a sample of one of these cards. They bring him a lot of business.

SEASON GETTING UNDER WAY

The bicycle season in Providence appears to be getting under way, and various stores are using considerable newspaper space in setting forth the advantages of certain makes of wheels.

Stick to Your Job

By Horace M. Huffman

President of the C. T. A.

CONDITIONS today are different than those of a year ago and different sales plans are needed to meet them.

The buying public is no longer frightened to death at the thought of spending a dollar as it was a short time ago, but the dollars it spends are spent with greater care. The many merchants in various lines of business are fighting awfully hard to get those dollars.

Don't forget that the biggest competitor of the bicycle dealer is not his fellow bicycle dealer, but dealers for other lines of merchandise who are intent on prying loose the public's dollars for *their* products that *you* would like to see spent for a *bicycle*.

The question is how to get the public's dollars put into your bicycles and I believe that, first, you must have a definite, well worked-out plan and then constantly, day in and day out, work, drill, and hammer away at that plan. Business is here this Spring for the fellow who plans his work, works his plan, and sticks to the job in putting that plan over.

Will you let me suggest a few things? Don't overlook the Cut Service of the Cycle Trades of America which can be had for the asking by writing headquarters at 35 Warren Street.

Work with the other dealers in your town to let the public know that you are in the bicycle business and that the bicycle is the least expensive form of commercial transportation and the most healthful exercise known.

Get together with the other dealers and do something for Bicycle Week and then remember that Bicycle Week is simply the *opening* of the season and that you can't ride along and do a profitable business out of the enthusiasm engendered during that one week. Bicycle Week enthusiasm will awaken many to the bicycle. *It is repeated effort that will close the sales.*

The time is past when we timidly wait for something to happen. We must get back to the old days of

**"Early to Bed,
Early to Rise,
Work Like Hell,
And Advertise."**

It makes no difference whether your advertising is paid space, free publicity, a good display in your window, races, runs, or what not—the important thing is to get the public's attention and while you have it tell them why they need a bicycle and let them know that you are in the bicycle business to supply that bicycle, and the exact spot at which to find you.

A few cardinal principles in this direction are:

Keep your windows clean.

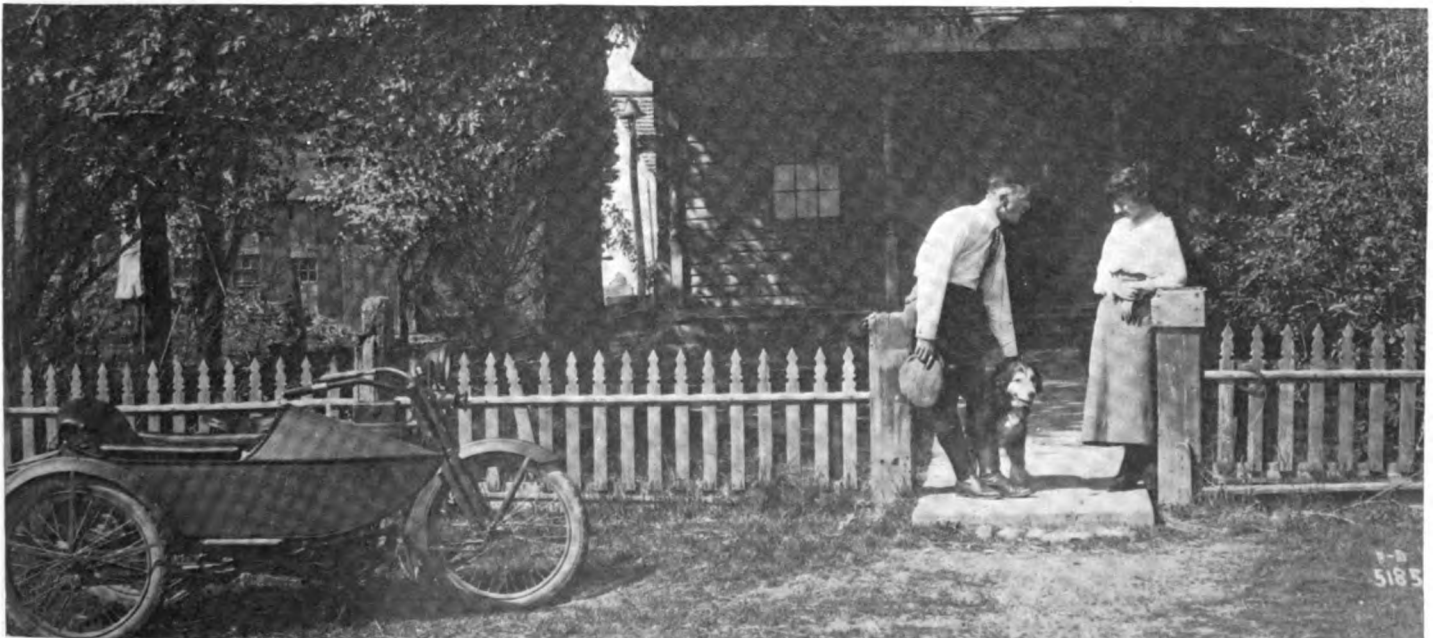
Change your window display weekly, putting in new models differently arranged.

Use C. T. A. and factory helps in dressing your windows

Feature some special sundry or Bicycle Weekly.

Keep the public informed that you sell bicycles and where you sell them, and when a customer comes in—sell him.

St. Onge's success proves that there are people waiting in each town to buy bicycles, people who will give you their money for them if only you bring the bicycle before them and arouse their interest in it. Keeping everlastingly after it is what will knock the sales plums from the tree this year.



"Love me, love my dog"

WEEKLY WHIRL of WHEELS

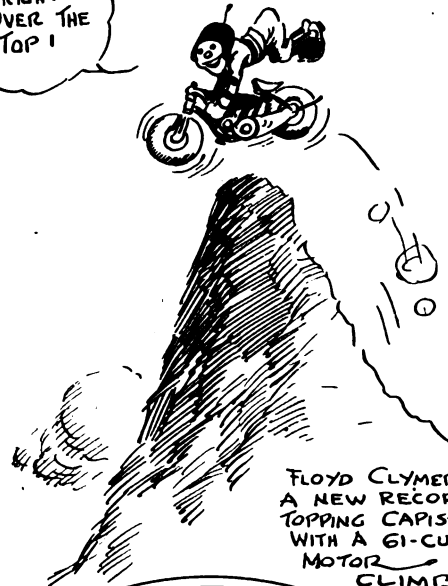
NO MORE FREE STUFF !!

NOW US PRIVATE OWNER MAY HAVE AN EVEN BREAK

RIGHT OVER THE TOP !



NEW YORK MOTORCYCLE DEALERS ANNOUNCE NO MORE MACHINES OR FINANCIAL ASSISTANCE WILL BE GIVEN RIDERS FOR HILL CLIMBS



FLOYD CLYMER SETS A NEW RECORD BY TOPPING CAPISTRANO HILL WITH A 61-CUBIC IN MOTOR — SOME CLIMBS !!!



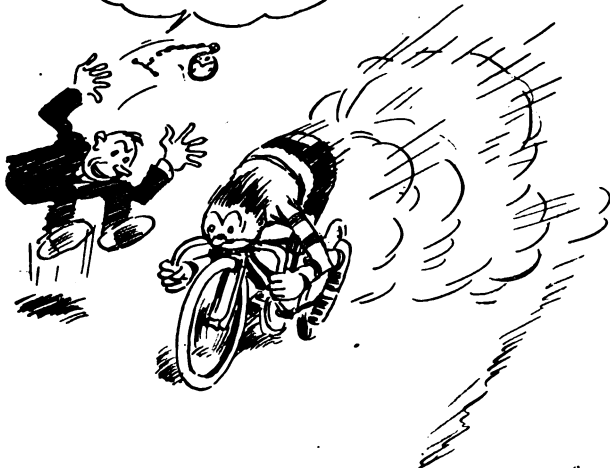
PAUL ANDERSON AND LESLIE PARKHURST SETTLE A LITTLE ARGUMENT ABOUT SPEED AND PAUL WINS



THE FIREWORKS IS READY !

EVERYTHING IS, ALL SET FOR BICYCLE WEEK

AS I LIVE AN' BREATHE—A BRAND NEW RECORD



ANTHONY BECKMAN OF THE NORTH HUDSON WHEELMEN, WEST HODOKEN, N.J. TAKES 12 1/2 SECONDS OFF THE 3-MILE UNPAID RECORD

VERY SORRY, DEAR, BUT I WON'T BE HOME MAY 7-TH !

YOU LOOK SORRY !



ST. LOUIS CYCLIST ARE GOING TO HAVE A BIG OUTING MAY 7 — CLUBS AND EVERYBODY INVITED

Day of Real Surprises at Capistrano

APRIL 9, when the Capistrano seventh annual climb out in San Juan Capistrano, Cal., was held, proved to be a day of crashing surprises and upsetting of calculations. To many it seemed to be the best of the seven annuals and witnessed the mastering of old masters. It also registered the triumph of Floyd Clymer, the Denver rider, and the fulfilling of his ambition to go over the top. He did the trick, being the only one to go over and he accomplished the feat without a tractor band on his wheel, the Denverite doing the act with chain grips only. And Floyd was the first to ever turn the trick.

To the Indian clan it was another Indian Day. Clymer turned in two victories for the Wigwam in the 37-expert and the 61-expert classes. To make it a better day for the Wigwam figures show that until two years ago 61's were not going as high on famed Capistrano as Clymer did on his Scout, 301.8 feet. Seven of the 16 prizes, including two firsts, went to the Indian braves.

In the Excelsior camp there was considerable elation when X riders cleaned up most of the glory in the free-for-all event. A first, a third and a fourth went to Wells Bennett, Orvil Heaton and Ed Ryan. Wells is a Capistrano veteran, but his host of followers never saw him perform as well as he did in that free-for-all, when he did 374 feet. Wells also ran second to Floyd Clymer in the 61-expert event, while Ed Ryan gathered in third honors, Ed being on a Schwinn mount. Five places went to the Excelsior-mounted riders, one first, a second,

two thirds and a fourth being the placings.

The Harley-Davidson scooped up the 37-novice event when G. Duncan on a Sport of Milwaukee made did 274.3 feet. They also captured third place in the nov-



Somewhere in the center of this explosion is Gordon Duncan, who won the novice 37 cu. in. event at the Capistrano hill climb

ice when W. Guyette did 251.1 feet, he being three feet to the rear of R. G. Peck on an Indian. They also had ambitions to capture the 37-expert, but Fred Ludlow's "dark horse" failed to turn the mean wheel it was expected to. Four places went to the Milwaukee lads.

In the 37-novice class G. Duncan took his Harley-Davidson up to 250.2 feet on the first trial and put it at 274.3 feet, which was the best of the class. R. G. Peck sent his Indian to 252.8 feet on his first trial; 231 feet on his second and on his third went to 254.5 feet and took second place. W. Guyette, Harley-Davidson mounted, went to 240.2 feet on his initial trip. On his second he did 253.4 feet and on his third fell back to 251.1 feet. He was awarded third place.

Clymer had two tries in the 37-expert class. In the first he did 301.8 feet and in the second 249.5 feet, the former mark standing as the best for the day. "Hap" Scherer on a Harley-Davidson, made 231 feet on his first trial and then added 45.6 feet on his second attempt, making 276.6 feet for his best which netted him second place. D. Dorsten, Indian, tipped at 272.4 feet on his first assault on the hill. He could do but 253.11 on his second trial.

Clymer had two trials as well in the

61-expert event. In his first lunge he went to the 280.11-foot level, but in his second he zoomed over the top in 29 4/5 seconds. Bennett had a mark of 386.5 feet in his first stab to go up the incline and fell back to 303.5 on his second. Ed Ryan was only a fraction of a foot back of Clymer's first level, Ed doing 280.6 feet. He had another trial and increased that to 362.4 feet.

The free-for-all was a stunner. The winner, Wells Bennett, made 366.3 feet on his first attempt to go up the hill and added almost seven feet to that on the second, stopping at the 374-foot level. Perkins, Harley-Davidson, was stopped at 365.6 feet on his first onslaught and at 369.5 on his second. Heaton, the third man, was taped at 362.4 feet on his initial shot and at 316.5 on his second. The table giving each man's distance on each attempt, with Clymer's time for topping the hill and the equipment of the winners will be found on the following page.

Capistrano Notes

Perkins still holds the record for over the top, 16 4-5 seconds, last year. In 1920 he did it in 26 1-5.

* * *

Bennett captured the Harley-Davidson factory trophy. Clymer took the Indian and Excelsior cups. They get club gold medals, also.

* * *

Everybody who is anybody in Southern California motorcycle circles, was there. It would be much easier to name the absentees, who were few indeed.

* * *

The marking and staking of the course was A1. The tapemen were 100 per cent.



Floyd Clymer and D. Dorsten. Clymer in the saddle

They certainly dig up the ground when they climb Capistrano hill



This picture shows only a part of the thousands of automobiles that were parked along the course of the Capistrano climb



The course on Capistrano hill. Novice and expert course on left, free-for-all on the right. The second white line across the course was the foul line. Restarts were permitted before crossing it

efficient. A regular scoreboard, well located, was a real feature.

Referee Ward Sutton had a very good staff of officials and things went better than last year. No arguments or wrangles this time. Judges on the hill rendered decisions on close questions and everyone accepted their rulings. But for this there would have been disputes as to whether riders stayed inside the course or not. Things look different down below from what they really are higher up.

The club's contest committee were: C. M. Shook, chairman; C. H. Trumpy, assistant chairman; Lee Buck, entries; H. C. Scherer, program; W. H. Sutton, referee; Lee Buck, T. J. Neal, J. Carriker, technical committee; Glenn Copeland. Shock did the organizing and supervision very creditably.

Capistrano is THE national hill climb. Clymer came from Colorado and won two. Bennett came from Portland and won one. Ryan came from Colorado and did mighty well for the first time. California's best were defeated on their own California soil, but Westerners are the new kings of Capistrano.

Never was the course kept so clear and never were the spectators so well behaved. The two squads of militia, secured by the club for patrolling the course, had little to do. Their presence provided just the needed moral persuasion.

Ed Ryan is the Barney Oldfield of motorcycle competition. He never rides without a fat cigar clenched in his jaws. Ed just couldn't start in the free-for-all until Tenant Lee hunted up a fresh Havana for him.

It doesn't count, but Perkins did go over the top—after it was all over. He made several savage attempts, and seemed determined to stay there all night if necessary to show that he could do it. On about the fourth or fifth shot, after several wicked spills, he saw the scenery from the summit amid a salvo of cheers from below. Ed Ryan also went over within five minutes after the climb was finished and got a good hand.

Mr. Kennelly, of Goodyear, got a lot of pleasure out of Clymer's over the top ride on Goodyears, inasmuch as the tires were on the ground and helped in the performance. He declared that he was better satisfied to have Goodyear win this event than all the rest of the program combined.

OFFICIAL SCORE

37 Inch Novice Class

Rider	Machine	1st Ft.	2d Ft.	3d Ft.
G. Duncan, Har-Dav...		250.2	274.3	
R. G. Peck, Indian....		252.8	231.	
W. Guyette, Har-Dav..		240.2	253.4	251.1
K. Huston, Indian....		239.8	250.4	

37 Inch Expert Class

Rider	Machine	1st Ft.	2d Ft.
F. Clymer, Indian.....		301.8	249.5
H. C. Scherer, Har-Dav....		231.	276.6
D. Dorsten, Indian.....		272.4	253.11
R. G. Peck, Indian.....		265.6	232.3
F. Ludlow, Har-Dav.....		240.10	264.1
C. Ellis, Indian.....		213.10	190.

61 Inch Expert Class

Rider	Machine	1st Ft.	2d Ft.
F. Clymer, Indian.....		280.11	*29 4/5
W. Bennett, Excelsior....		386.5	303.5
Ed Ryan, Excelsior.....		280.6	362.4
R. Hepburn, Indian.....		354.3	
W. Guyette, Har-Dav....		321.11	310.4
J. F. Karns, Har-Dav....		311.2	250.
A. Rife, Indian.....		301.6	310.11
W. A. Graves, Har-Dav....		309.10	Off course
B. H. Green, Har-Dav....		308.4	305.8
N. McIntyre, Indian.....		302.8	279.8
O. Montoya, Indian.....		268.8	302.5
F. Ludlow, Har-Dav....		250.6	291.7
J. Powell, Har-Dav.....		290.3	280.5
M. Ord, Excelsior.....		287.7	287.3
O. Heaton, Excelsior....		269.3	286.8
D. Perkins, Har-Dav....		201.8	260.
W. Vance, Indian.....		240.3	250.
E. C. Koehler, Indian....		175.	250.
M. L. Brundage, Henderson		175.	Off course

*Over Top.

80 Inch Open Class

W. Bennett, Excelsior....	366.3	374.
D. Perkins, Har-Dav....	305.6	369.5
O. Heaton, Excelsior....	362.4	316.5
Ed Ryan, Excelsior....	264.6	355.5
R. Sullivan, Indian.....	348.	348.6
J. Powell, Har-Dav....	329.	290.5
A. Rife, Indian.....	324.	272.4
T. Miller, Indian.....	272.9	305.
H. Wright, Henderson....	290.4	295.6
F. Clymer, Ind. Scout....	230.	266.8
J. Schaeffer, Har-Dav....	245.	Out

The winner's equipment was as follows:
Duncan: U. S. Traxion tires, Bosch magneto, Reflex spark plugs, Schebler carburetor and Duckworth chains.

Clymer: Firestone tires, in 37 event and Goodyear in 61 event, Carter carburetor, Spitzdorf plugs Bosch magneto and Diamond chains.

Bennet: U. S. Traxion tires, Schebler carburetor, Champion plugs, Berling magneto, Duckworth chains.

M. & A. T. A. BULLETIN

By A. B. Coffman

LIFE membership in the Motorcycle and Allied Trades Association, No. 15, has been awarded to Mrs. Nancy Lee, of Los Angeles, California, wife of Tenant Lee, who is a member of the M. and A. T. A. Competition Committee, referee for the State of California and president of the National Cycle Dealers' Association. Mrs. Lee is an ardent motorcyclist and M. and A. T. A. booster and takes an active part in Mr. Lee's motorcycle business which she knows from A to Z.

Mrs. Lee, your co-operation is appreciated its continuance prayed for.

R. B. Parrish, familiarly known as "Red" Parrish, connected with the B. F. Goodrich Company of Atlanta, Ga., has been appointed referee-at-large for the Southeast, embracing the states of Florida, Tennessee, North and South Carolina, Georgia and Alabama. Mr. Parrish needs no introduction to the motorcycle dealers and riders of this country. His various contributions to MOTORCYCLE AND BICYCLE ILLUSTRATED describing his experience as a route maker for the B. F. Goodrich Company have been read and enjoyed by all, and I am sure the dealers and riders will accord him their united support in the exercise of his duties. We fell confident Mr. Parrish will cover his territory very shortly in the interest of the new motorcycle tire which his company has recently brought out. He is a neutral man so far as motorcycles are concerned in every way, and both dealers and riders can expect fair and square treatment at his hands.

SANCTIONS ISSUED

Chicago—Chairman Coffman, of the M. & A. T. A. has issued the following sanctions: Sectional hill climb (Middle Atlantic Sectional) June 25. Rochester Motorcycle Club, Egypt, N. Y., Sanction No. 608.

Hill climb, May 7. Manchester Motorcycle Club, Willimantic, Conn., Sanction No. 609.

Endurance run, July 15 and 16. South Hills Motorcycle Club, Pittsburgh, Pa., Sanction No. 610. (Route—from Pittsburgh to Baltimore, Md., and return. Leave and go over Lincoln Highway and return over National Pike.)

May 9. Reading Motorcycle Club, Reading, Pa., Sanction No. 611. (Route—from Reading to Wilkesbarre, Pa., and return.)

Fresno Climb

Fresno, Cal.—Fresno, Cal., motorcycle dealers have perfected plans for the annual hill climb which will be held on the first Sunday in May. Morgan Hill, the scene of the climb, is 500 feet in length and has a 55 per cent. grade. Last year only four riders made the summit. Only riders of the San Joaquin Valley are eligible to compete for the cup which is the big trophy for this year's climb. It must be won for three successive years.

ATTRACTIVE PROPOSITIONS

*Do You Control
One of These Five Lines of Bicycles in Your Territory?*



ONE AGENT IN A TOWN

THE ROLLFAST, BLUE RIBBON, GOLD MEDAL, PRINCETON AND ROAMER BICYCLES ARE KNOWN FOR STURDINESS, APPEARANCE AND VALUE.

ALL ARE EQUIPPED WITH THE NATIONALLY KNOWN AND APPRECIATED ROLLFAST NON-SKID CHAIN CUP (ALL WHITE) GUARANTEED TIRES, NEW DEPARTURE COASTER BRAKES, TORRINGTON RUBBER PEDALS, MOTO-BIKE SADDLES AND ROLLFAST HANDLE BARS.

D. P. Harris Hdw. & Mfg. Co., Chambers at Church St., N. Y. C.

For assurance of prompt attention to your wants, mention **Motorcycle and Bicycle Illustrated**

The "Follow-up" Letter

THE follow-up system of sales letters is becoming quite general among progressive motorcycle dealers. The plan is to send the prospect a series of letters at intervals, letters that will arouse his interest sufficiently to bring him into the store. Once in the store it is up to the salesman to get his name on the dotted line.

To prepare a series of such letters is not quite as easy as it may seem. A series in use by a Western dealer is herewith reproduced, omitting the name of the machine he handles as well as his own name. These letters can very easily be taken as models by any dealer who desires to prepare a series of his own. The Western dealer who originated them sends them out about a month apart to prospects who have already indicated that they are more or less interested, or whom he has good reason to believe may be interested. They are not sent broadcast, but are confined strictly to what might be called a "Class A" list.

LETTER NO. 3

NO doubt you are still interested in motorcycles and would like to own a REAL machine. Personally I am poisoned with the as it represents the highest development in the motorcycle industry. Here are a few reasons why a is the absolute answer to the transportation problem:

1. Economy: A equipped with sidecar and carrying a passenger will travel 45 miles on a gallon of gasoline and 900 miles on a gallon of oil. A solo machine will travel from 60 to 70 miles on one gallon of gasoline. Compared with an automobile tire expense is much lower because a motorcycle weighs so much less and there are fewer tires used. Motor repairs are seldom necessary, but when repairs are necessary it costs much less as there are only two cylinders, two pistons, etc., to adjust, and any ordinary mechanic can take the motor out and work on it. A motorcycle shed costs only one-fifth as much as an automobile garage, and YOU could build it yourself. Because of the above reasons the European people, who, by necessity and training, are more economical than we Americans, have taken enthusiastically to motorcycling, especially since the war, with its attendant money depression.

Why not join this throng of people who recognize the economy of motorcycling?

2. Longevity: as old as 1914-1915 are still giving good service here on the streets of Because of this great longevity motorcycles have a high second-hand value.

Isn't this high second-hand value worth a great deal to you as a prospective buyer?

3. Pleasure and Satisfaction: To those people who sit back so lazily in their high-priced cars and think they are enjoying themselves let me say that you have not tasted of the "Joy of Living." What greater pleasure is there to be found than touring by motorcycle? Distant friends and places can be reached quickly, comfortably, and economically; and I KNOW you would enjoy it more than anything you have ever done.

And, lastly, comes that satisfaction of dealing with a house whose reputation for fairness and integrity has remained unsullied for sixteen years. What I have written you can rely upon, and my only desire now is that I can serve you and prove this statement. Why not start right now to get a by coming in and seeing the new models, or our splendid assortment of used machines?

Very truly yours,
.....

LETTER NO. 1

I TAKE pleasure in enclosing an illustrated catalog of the new 1922 motorcycles, together with a price list on all models of machines and sidecars.

After a careful perusal of this catalog and a comparison point for point with any other make of motorcycle made today I feel sure that you will agree with me that the is unquestionably the best value. If you contemplate using a machine with sidecar I would suggest that you purchase the new 74 cu. in. motor, as it is built and designed especially for use, with sidecar, on rough and hilly roads and under the most severe conditions. A will pull you over roads and grades which would stall an automobile, and you will find that, in purchasing a you have chosen the ideal method of fast and economical transportation.

As shown in the price list, the is in line with the times and has taken a 25% reduction in price, the same famous quality of material and workmanship still being maintained. In my opinion there is no danger of any further reductions for a long time to come, so that you may purchase a machine at this time without any fear in that respect.

In addition to the 1922 machines, any model of which I can make immediate delivery, I also have a splendid line of slightly used and rebuilt machines which vary in price from \$75.00 for a solo mount up to \$400.00 for a late model machine and sidecar. There are many excellent buys in our used machines, and if you are interested and will let me know how much you could put into a motorcycle I shall send full details regarding them.

For the convenience of out-of-town customers the store is open on Sunday mornings. I would be glad to meet you in person, and on your next trip to do not fail to drop in.

If there is anything further that you would like to know about motorcycles be free to ask me, as my sixteen successful years' experience and knowledge in the motorcycle game are at your disposal. If you purchase a machine from me you can depend on getting "SERVICE THAT COUNTS."

I would like to see you the proud owner of a in the very near future.

Very truly yours,
.....

LETTER NO. 2

AS a letter-writer I'M a good blacksmith! I'm more at home, and get a real "kick" out of life, in the saddle of a peppy motorcycle—with the throttle wide open—heading somewhere.

But if I must write letters I'd rather they be about motorcycles than anything else.

I knew the 1922 would be popular, but I honestly didn't think that any machine could give its riders so much satisfaction. I've been riding one myself, but that's not why I'm telling you about it. It's the way they have started to go already. Just think of it! We are now selling our third carload!

That price reduction started a whole lot of people off with the motorcycle bug who never thought of riding one before. And when you get out on one of those 1922 models—believe me you're getting a thrill out of life that is positively contagious, and your friends will sure have to be vaccinated to keep from getting the "bug" too.

Have you ever taken a ride in an airplane and experienced the physical pleasure of making a steep turn with just the right amount of bank and rudder on and holding her nose exactly level? Have you ever skudded through places that required SKILL? Have you ever passed a Lizzie in a fast car—so fast that it made your head swim—and gloried in doing it? Have you ever tamed a strong, wild horse to the point that he would do your bidding—and you his sole master?

Roll all these into one grand sport, with something added which only a rider can feel, and you have MOTORCYCLING.

Now is the time to act! Come in and talk the matter over, whether you own a machine or not, or even if you've been in before, as we want to see you really live and enjoy life. Remember we are open every Sunday morning for your benefit.

Yours for the sport,
.....



BLACK DIAMOND BICYCLE

THE NAME PLATE IS THE THING

Here, you admit, is the most attractive bicycle name plate to-day.

A rich combination of gold and Black Diamond jewel is emblematic of the quality and attractiveness of the whole machine.

Mr. Dealer: NINE BOYS OUT OF TEN WILL SELECT THE BLACK DIAMOND name plate and bicycle in comparison with others on your floor, because it will catch his eye first. That usually makes the sale. The whole bicycle is without question the most attractive bicycle in trim and finish on the market to-day.

All the business in your town comes to you if you get our exclusive territory policy of "One dealer in a town."

Wire or write to-day for further details of this plan.

City Supply Company

56-58 Warren Street

Manufactured for us by
The Westfield Mfg. Co.



For assurance of prompt attention to your wants, mention **Motorcycle and Bicycle Illustrated**



It's easy when you know how

POCKET CAMP STOVE

AN opportunity to cash in on a rapid selling accessory is offered the dealer in the Prest-O-Pocket Stove, one of the most convenient and efficient cooking devices, which has recently been placed on the market by the Small Tank Sales Department of the Prest-O-Lite Company, Inc., and has gained popularity with all classes of outdoors fans and campers, especially motorcyclists and autocampers. It is an honest-to-goodness pocket stove, weighing only 14 1/2 ounces and barely covering the palm of the hand when folded.

Thousands of motorcyclists use Prest-O-Lite Gas for lighting and all that is necessary is to hook the little stove up to the tank by means of a length of rubber tubing, turn on the gas and "Presto!" you have an intensely hot cooking flame wherever you may chance to be.

Where a trip of any duration is planned by those who use a machine with a sidecar, the larger capacity Prest-O-Lite Tank, the type used for motor truck lighting, may be readily secured and carried conveniently in the car.

Another feature of the Prest-O-Lite equipment is the utility of the gas tank to provide lighting at the camp site when darkness falls. A stem and burner attachment may be readily attached or detached in a moment.

Lighting and cooking, simultaneously, are possible from the same tank, an advantage which appeals to the overnight camper and tourist.

The Prest-O-Lite Stove will be found to provide the fastest cooking flame procurable and at the same time it may be regulated to cook as slowly as possible. It gives three times as much heat as the ordinary oil or gas range burner. Coffee

may be boiled in four minutes and fish is ready to serve in five.

While the motorcycle tank has ample capacity for the requirements of the individual it is advisable that sidecar owners procure the larger tanks for the extended trip. This tank will provide sufficient fuel to cook three meals a day for two weeks for two persons.

When empty the tanks may be exchanged at any one of the more than 22,000 motorcycle stores, service stations, garages and dealers who handle the same as part of the Prest-O-Lite nation-wide distribution and exchange system of the company.

The Prest-O-Pocket Stove and lighting attachment is rapidly being stocked by motorcycle stores, repair shops and dealers in addition to the many sporting goods dealers who have been required to add the line through the great volume of inquiries that have been coming in.

A comprehensive national advertising campaign featuring the Pocket Stove has been started by the Prest-O-Lite Company, Inc., in the outdoor magazines. Both consumer and dealer mediums are being used and so exactly does the article fill an urgent need for just such a camping necessity that it is destined to be one of the company's biggest selling appliances.

Dealers who are interested will receive full information on request together with illustrated literature giving full details.

One can dampen a fire with a scattered spray, but a straight stream puts it out. The daily Press is the scattered spray, but the trade papers concentrate on the class you desire to reach.—*Irish Cyclist and Motorcyclist.*

THE STORY OF A REVERSE

THE Barlough reverse gear, which attracted much interest at the Chicago Show, has met with flattering success. Since its appearance on the market several hundred have been sold and have proved to be a welcome asset for Harley-Davidson riders.

S. L. Barlough, the inventor of the reverse gear, has improved this device, and leading engineers in the automotive industry have put their seal of approval on it. Its present construction is compact and positive. The simplicity of installation, by just removing the old gear box cover and replacing same with this new one furnished with all mechanism attached, makes it almost expenseless to apply and increases its popularity with the dealer and rider. Not a single part of the standard equipment has to be removed, except the old gear box.

Mr. Barlough started in the motorcycle business at Saginaw, Mich., two years ago, and handles the Harley-Davidson.

When the first industrial slump came, most of the factories that engaged in automobile manufacturing, closed. Saginaw was hit hard as most of the factories produce automobiles or parts. Although Barlough had sold a number of machines, some of the boys were now out of work, with a large amount of their payment on their machines still due. Mr. Barlough decided that by furnishing the riders with work, they would be enabled to pay for their machines, so he accordingly set out to solicit some business. He induced the *Saginaw News-Courier* to deliver their Sunday papers on Sunday by motorcycle instead of on Monday by mail, and they established six Sunday runs in different directions, none of them less than eighty miles in radius. The service was so satisfactory, that the *New-Courier* asked Barlough to take over their daily deliveries 23,000 papers in the spring of 1921. And after some consideration, Barlough closed a contract with them for one year. He was obliged to build special bodies as the papers were so large, and the loads so heavy, some weighing as much as 2,000 pounds. These loads had to be backed up against the curb to be unloaded. This were certainly a task on unpaved streets.

Now it was up to Barlough to figure out something to meet this new demand, a method of reversing the machines, and being an engineer and mechanic by profession, it did not take him very long to design the reverse gear and put one on the newspaper machine; and it worked satisfactorily.

It solved the problem for those who delivered the papers, but their enthusiasm was soon brought to an end.

On the Monday afternoon of June 13, 1921, while Mr. Barlough was out of town, the entire shop, in which were stored the *News-Courier* delivery vehicles, all experimenting work, besides thousands of dollars of other motorcycles

and equipment, was consumed by the fire.

With all the reverse gear experimenting equipment destroyed, and the shop in ruins, Barlough bravely set to work restoring and reconstructing. Three days later, June 16th, 1921, while bound for business, Mr. Barlough was struck by a freight train going at the rate of thirty-five miles per hour, and found himself, a few moments later, with a crushed foot and hanging to the cow catcher for life.

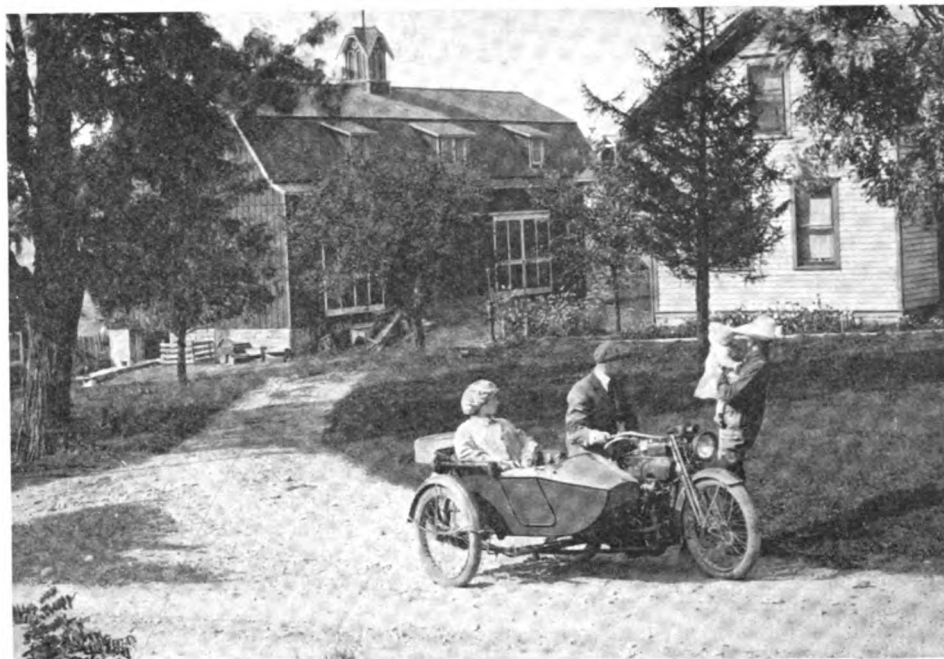
Then followed another period of reconstruction, two weeks in a local hospital, after which the ambitious patient had the pleasure of sitting at the window for ten weeks gazing at the ruins of that former mishap. But, in spite of all this, and defying all thoughts of a crippled future, Barlough was not discouraged. He began to work out the details of the reverse gear from memory; he made plans for perfecting it—he was hopeful; and the fall of 1921 found him able to be about with the riders, and capable of taking care of his business. A new shop had arisen to take the place of the ill-fated one, and despite the loss of \$6,000 not covered by insurance, the future looked bright. And into the midst of this came thousands of inquiries about the Barlough reverse gear, which today promises to be the finest addition to the motorcycle in years.

And now, with this newly perfected type of reverse gear which has been quoted by authorities as a "final achievement of mechanical skill," the S. L. Barlough Motor Co. feels confident, and is ready to serve the public with the best, and to their entire satisfaction.

MAKING THE BATTERY WORK

THIS Henderson motorcycle belongs to a rider at Palmer, Mass. He has it equipped with the following lights, electrically driven horn, bell, etc.:

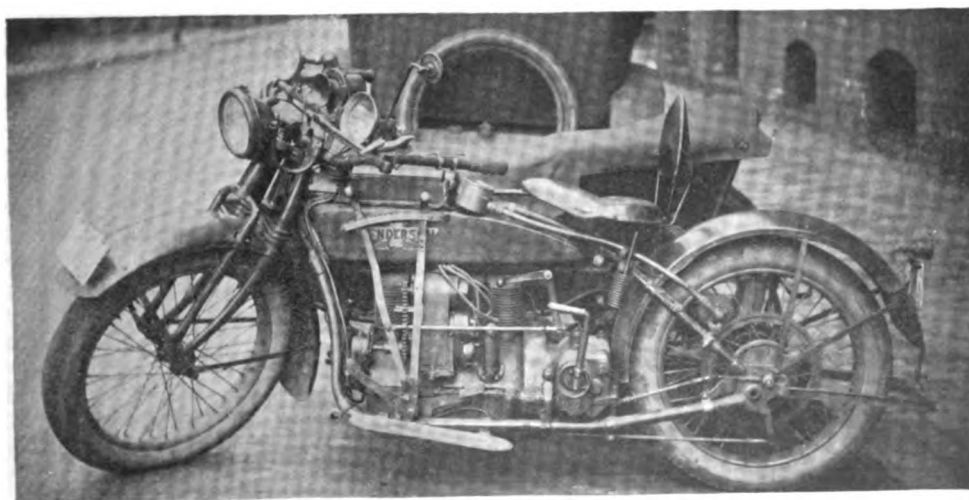
Headlight and dimmer, two Kay Bee spotlights, "Aidway" signal, clock light, ammeter and oil gauge light, electric horn, electric bell, sidcar headlight, sidcar tail light, go slow tail light, tail light, light inside sidcar, speedometer light, light on



No farm home is complete without a motorcycle



George "Usco" Ellis and his De Luxe smile



A much-lighted Henderson Motorcycle from Palmer, Mass.

electric bell, oil pressure gauge light, trouble light.

Anyone who knows anything about a storage battery can appreciate the tremendous drag that is placed on a battery by the use of so much excess equipment.

This particular rider claims to have had perfect satisfaction from his Wico storage battery, but it is doubtful if it is wise to so load up a battery.

NEW SHAW MOTORCYCLE

THE Shaw Manufacturing Co., of Galesburg, Kans., announce the new 1922 Shaw Model, H-22 motorbicycle, is ready for immediate delivery. Model H-22 is a development of the Shaw motor attachment which has been on the market some time. The company is now offering a complete unit.

The motor is the 4-cycle type, 2½-horse power. Schebler or Breeze carburetor is fitted. Transmission is from a countershaft which carries two sprockets and an Eclipse free engine clutch, with a long and short chain. If the rider prefers, a V-belt and pulley may be substituted for the drive chain. The clutch is operated by a lever at the left side of the machine. The motor is mounted in the frame with the cylinder parallel to the lower tube. The frame is of heavy seamless steel. New Departure coaster brakes are specified. Tires are 28x2 Vacuum Cup single clinch. The finish is black enamel. Price, \$115, f. o. b. Galesburg.

The Shaw company also announces a special 30-day offer on the Shaw motor attachment. This attachment is equipped with the same motor as is installed in the complete unit. Transmission is by chain drive from a free-engine clutch. Kingston carburetor and American magneto are specified. Special offer price, \$69.25 f. o. b. factory.

"Business is Picking Up" Cycle Dealers Say

BUSINESS is picking up" is the encouraging news in many letters being received from dealers by the Cycle Trades of America, Inc., 35 Warren street, New York. Dealers all over the country are bending every effort preceding National Bicycle Week to stir up business and when National Bicycle Week finally arrives, the general public will know that that week really means something after all.

In a letter to Executive Secretary McCarthy, the Chillicothe Bicycle Store, Chillicothe, Ohio, says: "Weather is getting fine here and business is picking up quite a little. Our house to house canvass has been successful thus far and we are going to it with a lot of pep. We have also aroused the business men enough to give Chillicothe an athletic field, including a banked track for cycle races."

Recognizing the bicycle as a valuable healthful means of exercise, the Boston *American* will conduct a big sociability run on Sunday, April 30. So interested is this paper in having the affair made a success, that its automobile editor, C. Fletcher Donnocker, came up personally from Boston, to ascertain full particulars from Mr. McCarthy. All the big dealers and jobbers of Boston are interested in the affair, and some very handsome prizes will be awarded as the run will cover six miles and it is expected that close onto 10,000 persons will participate. Last year's affair, held May 15, received 640 inches of free publicity, a total of approximately 31½ columns, and since National Bicycle Week has been selected for this year's run, it is believed greater interest will be displayed and more publicity secured.

One of the chief reasons for the increased interest in cycling is the liberal support given by many papers in the way of publicity. Many have found it good policy to co-operate with the bicycle trade in the matter of boosting Bicycle Week,

and a large number promote events each year under their own name. Sporting editors and advertising managers are especially interested when something that will increase advertising in the papers is suggested, and the matter of securing the paper's co-operation, when things are properly explained, is not difficult.

Another newspaper that has taken an interest in bicycling is the Camden *Daily Courier*, Camden, N. J. E. A. Burroughs, of that paper, recently organized the Camden County Bicycle Dealers' Association and the dealers have mapped out an elaborate program for National Bicycle Week. This is said to be the first bicycle race meet that Camden has ever attempted and the local dealers are supporting Mr. Burroughs very generously.

Marion C. Harrison, proprietor of the Diamond Bicycle Shop, Sherman, Texas, is losing no time in having National Bicycle Week in Sherman a big success, for he reports to headquarters that he has secured a permit to hold the races inside the city limit. Mayor, the city manager, and Chief of Police all agreed unanimously that the permit be issued. Mr. Harrison went so far as to ask the mayor to issue a proclamation, setting aside National Bicycle Week as one of sport and recreation, and the mayor has given him his positive assurance that he would carry out his promise. The publicity end of the affair will be taken care of by the editor-publisher of the *Sherman Chronicle*. In addition to Harrison, Will Lessie and Mr. Skull of Skull, Swain & Wallace are co-operating. The affair is being staged under the auspices of the Sherman Bicycle Club, of which Harrison is secretary and treasurer.

Bicycling as a means of healthful exercise is being favored more and more by Y. M. C. A.'s throughout the country, and in Colorado Springs, Colo., May 6. P. W. Hadcock, the physical director, will stage a big parade with floats, a band of

music, and several hundred riders. The local schools are being organized into bicycle divisions, the Boy Scouts will be out in force and the youngsters are waiting patiently for the day to arrive.

T. H. Mitchell, of the Murphy Cycle Company, of Miami, Fla., will have charge of a series of bicycle races at West Palm Beach on May 6, and it is expected that many persons will be on bicycles that day. This Winter resort is a haven for bicycles, and bicycle races will be introduced for the first time. The Savannah, Ga., dealers, headed by O'Neil & Burch, are arranging a number of races to be run during National Bicycle Week.

Road races are carded for May 6 under the auspices of the Richmond, Ind., bicycle dealers, and Elmer S. Smith, the hustling dealer, is in charge of the affair. This city has witnessed some mighty good races the past couple of years and a large number of boys will take part in the coming affair.

Fifteen prizes have been sent to Oliver Z. Pardon, the Henderson, Ky., dealer, for road races carded for May 7. Pardon lays most of his success to staging bicycle races, and declares it is his best form of advertising.

Not to be outdone by other cities, the dealers of Kansas City, Mo., are working up an elaborate program for that week and a series of track races are down for April 30. Thus far more than 40 entries have been received. Other applications received for National Bicycle Week are as follows:

Albert W. Launer, Fremont, Nebr.; George D. McVey, Bellefontaine, Ohio; R. S. Marshall, Lima, Ohio; Y. M. C. A., Middletown, Ohio.

The window strips for National Bicycle Week are now in the mails and dealers should send in their name to the Cycle Trades of America office to make sure they get one. The strips are going to the dealers on the live list only.

NATIONAL BICYCLE WEEK

April 29 to May 6

Ride a Bicycle

Ride a Bicycle

A window strip similar to the above will denote a live dealer and a booster for National Bicycle Week



Central Night School boys of Atlanta, Ga., who took part in St. Onge's parade

Atlanta, Ga., Has Week of Cycle Boosting

THE GEORGIAN-AMERICAN, Atlanta's leading evening newspaper, fathered the sociable run at Atlanta, Ga., Sunday, April 9, that was promoted by Fred St. Onge of the Cycle Trades of America and supported by local bicycle dealers. Over 600 bicycle riders assembled at the Georgian building on Sunday afternoon and rode out to Piedmont Park through the most prominent part of Atlanta, headed by motorcycle police and closely followed by a dozen sidecar outfits and 25 solo motorcycle riders patrolled the route, riding alongside of the riders to keep them in line.

Gene Walker and "Count" Pineau led the solo brigade while Messrs. Shearin and Glenn took care of the sidecar lieutenants. J. L. Caldwell and his daughter, who rode a Boycycle built like an "ordinary" headed the bicycle riders directly behind St. Onge, who was on his high wheel. The Eclipse Mch. Co. of Elmire furnished some large pennants that were marked for lieutenants among the cyclists.

During the week the *Georgian* gave the event some fine publicity. Seven dealers and three jobbers contributed to advertising space that covered two full pages. A truck loaded with 50 cases of refreshments and four uniformed men to serve it were on the scene at Piedmont Park. Fifty-one schools were represented in the competition for a silver cup. After each school answered the call to

have their riders counted the cup was finally awarded to the Central Night School with 34 riders to their credit.



Miss Helen Glenn, aged 3, daughter of Harry Glenn, of Atlanta, doing her famous imitation of Fred St. Onge

The Southern Cycle & Supply Co. presented a nickel plated wheel to the rider over 12 years old who qualified as having the best riding position and neatest wheel, the general condition of the bicycle being taken into consideration. Gus Castle gave a Davis-Made 26-inch bicycle for the boy under 12 years on the same conditions. The Indian Motorcycle Co. gave an Indian diamond frame bicycle for the oldest rider and this went to an old timer who accounted for 60 years and a cyclist for over 25 years. The Clayton Cycle Co. gave a pair of Goodrich tires for the youngest rider and a youngster, six years of age, mounted on a solid tire wheel, captured this one. There were five youngsters in the parade whose ages ran from six to eight years. Each one of them rode the entire distance and the route was a hilly one. One of the riders to come in for lots of favorable comment was little Miss Caldwell who rode the little "ordinary" all the way.

During the week the Goodrich Rubber Co. gave up their windows for the display of the prizes offered, together with St. Onge's "ordinary," which was also displayed when not in use. "Red" Parrish had charge of this display and the rounding up of all the motorcyclers. Many people stopped at the Goodrich headquarters to witness this exhibition and much credit must be given to "Red" for the good work he accomplished.

The *Georgian* gives a morning matinee for the youngsters of the city every



Military students of Marist College, Atlanta, Ga., who listened to St. Onge talk about bicycles

Saturday and St. Onge gave a talk to this audience at the Howard Theatre by appointment and entertained over 800 prospects for bicycles. One of the schools visited in the week was the Marist Military College where over 500 listened to a talk on cycling.

At the start of the ride on Sunday hundreds of people watched the preliminary arrangements before the start and the distribution of souvenirs, etc., by several of the local dealers. Hundreds of automobiles lined the driveway around Piedmont Park while several thousand people witnessed the demonstration. St. Onge rode his three bicycles and gave a short talk as usual on cycling. It was conceded to be the biggest kind of a success and the best publicity ever obtained here for the bicycle.

Dealers who were most active were the Shearin Cycle & Supply Co., Indian Motorcycle Co., Castle Cycle & Motor Co., Berry Cohen, Clayton Cycle Co., Southern Cycle & Supply Co., Harry F. Williams, J. L. Caldwell and the jobbers, Walthour & Hood Co., Elyea Co. and Cowan-Boze Co.

AMERICAN'S THIRD ANNUAL

THE Boston American, under the direction of John W. English, will hold its third annual social run on Sunday afternoon, April 30. If the weather is not favorable on that day the run will be held on May 7.

This is the third time Mr. English has conducted this run for the Boston American. Because of its success last year and the year before it probably will be one of the regular editorial promotion features of this newspaper.

Last year there were 6,000 cyclists in the run which started at historic Copley Square (near Boston Public Library) and went through the park system to Franklin Field. The cyclists were greeted at the Field by 20,000 persons who witnessed the various events, including trick riding, etc. Prizes valued at \$1,000, including bicycles, medals and all kinds of accessories, were awarded. There were special events for boys and girls and others for the older riders. The head of the Boston park department, James B.



Miss Caldwell and her miniature high wheel in Atlanta parade

Shea, who was on hand, said the crowd in attendance was one of the largest that ever attended an event at Franklin Field.

This year they hope to do even better. One of the features this season will be a concert by a boys' fife, drum and bugle corps. They expect to give away as many or more prizes as last year. These will include many fine articles for perfection in riding, best decorated wheels, etc., display all kinds of bicycles including the old "high boys" and "boneshakers."

SANCTIONS FOR ROAD RACES

THE Amateur Bicycle League of America, Inc., has issued another list of road races for which the League has granted sanctions. The list follows:

April 29	Mahon Bros.	Charleston, W. Va.
April 29	J. H. Terry	Monrovia, Cal.
April 30	Davenport C. C.	Davenport, Ia.
May 6	Century C. C.	St. Louis, Mo.
May 6	W. H. Henderer	S. Monica, Cal.
May 6	Rey Seymour	Fresno, Cal.
May 6	F. C. Olsen	Billings, Mont.
May 6	E. R. Konteur	Middletown, O.
May 6	N. J. deSanders	Logan, Utah
May 6	H. M. Dresser	York, Pa.
May 6	F. O'Brien	Vincennes, Ind.
May 6	Miami City W.	Miami, Fla.
May 14	Garden City W.	San Jose, Ca.
May 21	Toledo B. C.	Toledo, Ohio

NEWLY-WED CAPTURES TITLE

ELMER BUNDT, the Buffalo amateur, was married last Wednesday night and won enough points to win the championship of Buffalo by taking second place in the open race at the 174th Regiment Armory on Saturday night. Quite some week.

Bundt up to the 174th meet had scored 17 points in the open races, the only events in which the riders scored for the championship. Bob Schultz had 13 points; Ignatius Gronkowski, 14 1/2; F. Seligman, 13; Carl Smith, 10 1/2, and Joe Schieder, 6. The final open race at the 174th meet, which closed the Buffalo indoor season, was a 3/4-mile open. Schultz won, with Bundt second and Seligman third. By scoring three points for second Bundt won the title with 20 points. Schultz scored five points for first and that brought his total up to 18 points. Seligman with two points for third brought up his total to 15 points.

Joe Schieder, the veteran, defeated Gronkowski in a pursuit match. It proved to be one of the longest pursuit races run in Buffalo in some years, Schieder not catching Gronkowski until 12 5/8 miles had been ridden. Schieder was given a great hand as he passed his rival and the latter was also given his share of the cheering.

A team race between the Semper Fidelis team, made up of Carl Smith and Warren Fraser and the 174th A. A. team, made up of N. Brimm and P. C. Rott, was taken by Smith and Frazer in 2 miles and 490 yards. Seligman, 10 yards, won the mile handicap from Earl Bourne, 35 yards; W. Ulrich, 70 yards, and W. H. Shoemaker, 30 yards. The time was 2:11 1/2.

CANADIAN BICYCLE WEEK

THE Canadian Bicycle Dealers' Association, through President G. A. Wenige of London, Ontario, and Secretary N. N. Ferries of Hamilton, decided to approve the dates for 1922 Bicycle Week, as set by the Cycle Trades of America, New York, for the United States, for general adoption in Canada. Immediately after this decision was reached, notification was sent to the bicycle and tire manufacturers and jobbers in the Dominion and to various dealers in different cities.

This stand has been taken by the Canadian retailers' organization because of the argument on the part of some dealers that Bicycle Week should be held in June, after the heavy Spring rush, when, it has been believed, the week would form practically a second business boost.

THE IRISH CYCLIST SAYS:

"That the reason the champion is always the favorite is because he is being advertised."



The Onandagua Neracar Club of Syracuse out for a Sunday run

"They're Off at Newark"

Bumper Crowd Sees Opening of Velodrome Season—Piani and Eaton Take Feature Match
—Hanley and Madden Account for Other Races

THEY'RE off for the season at the the Newark Velodrome! Outdoor cycling was inaugurated at the Jersey bowl on Easter Sunday and a crowd that was said to be the best that attended an opening meet was on hand to see the competition.

The features of the program were the team match race between Frank Kramer, the champion, and Arthur Spencer, a former title holder, and Ray Eaton, who rode to a tie with Kramer last year, and Orlando Piani, the Italian; the B. M. Shanley Handicap, and the Mayor Breidenbach Stakes, a five-mile open event. Eaton and Piani won the match, Willie Hanley the Shanley handicap and Eddie Madden came home in front in the five-mile stake race.

The team match went three heats, Kramer and Spencer taking the first session and Piani and Eaton the next two. At the bell in the first heat Piani was leading, but Eaton passed him with Art Spencer in his wake. Eaton streaked it for home and down the back stretch

Spencer stepped on it and the pair had a pretty battle riding side by side in the last turn. Art had the most speed in the home stretch and he won out in the last few kicks.

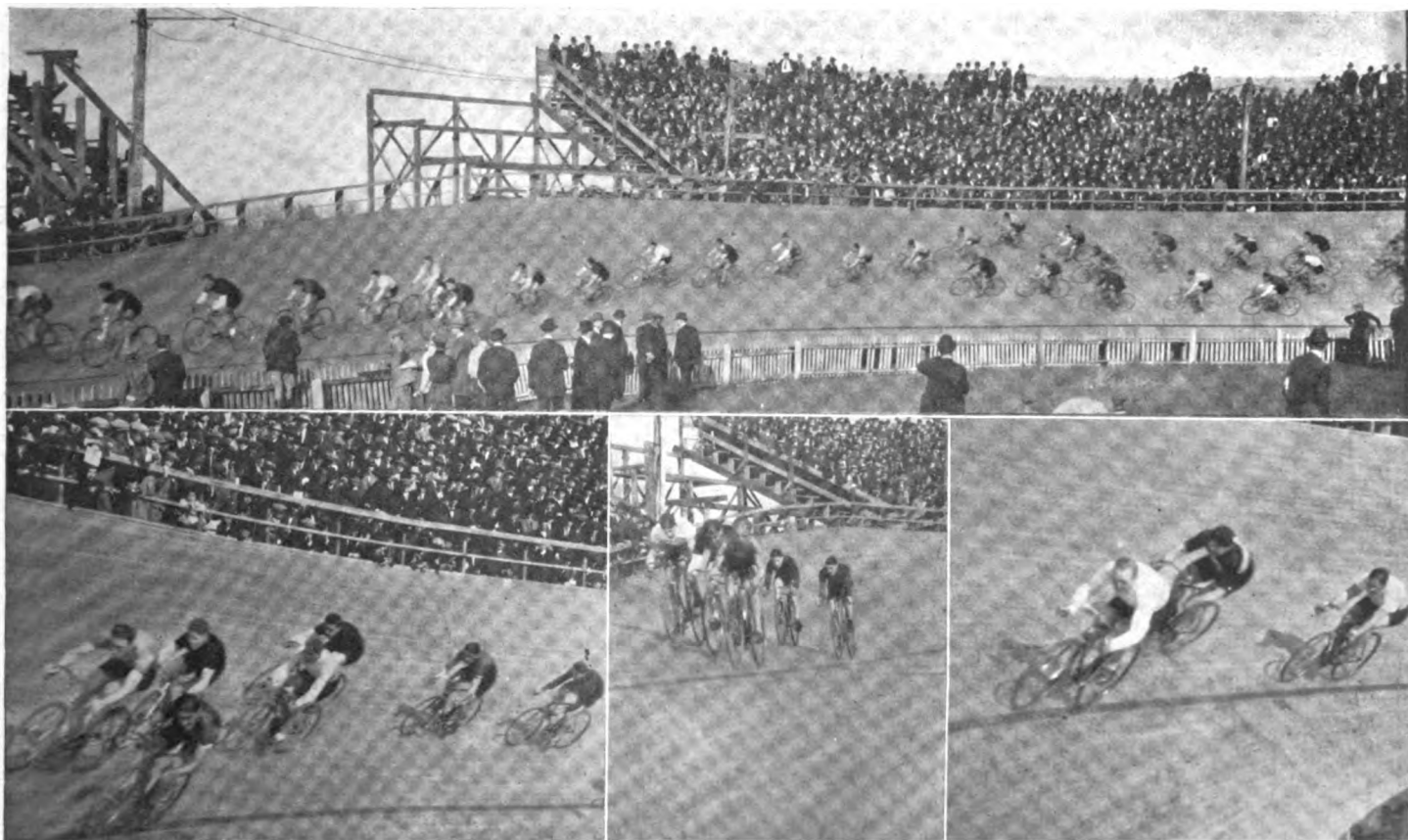
The second heat saw Eaton jump away with Piani stalling. Kramer chased Eaton with Artie hanging on for dear life. When it came time for sprinting Piani won the race with many yards to spare. In the third heat Eaton and his Italian mate had an easy time of winning. Kramer showed plainly that he was not in shape and will probably need considerable training. Reports had it that Art Spencer was in wonderful shape. He showed that in the first heat of the match, but in the other two he did not have anything and he, too, could stand some training. Eaton by far was the best of the quartet.

Bernard M. Shanley, Jr., a Newark sportsman, fired the gun that started the riders on the way in the one-mile handicap that was named after him. Ray Eaton was the only honor mark man in the final and he managed to land second

to Willie Hanley, the Coast ankler, who had 20 yards start. Jake Magin, 15 yards, was the third man home, and George Chapman, the paced champion of these Dry United States, carried away fourth money from 50 yards.

His Honor, Mayor Frederick Breidenbach, handled the cannon in the five-mile event that bore his name, and after being well photographed he pulled the trigger and 40 cash-chasing cyclists started after the dollar laps, not all of them, but a considerable share of them. The pace was good all the way and one by one they dropped by the wayside. At sprinting time Eddie Madden, Willie Hanley, Jake Magin and Frank Kramer were well up front. Kramer tried to go to the front, but the best he got was to reach third position. Condition told and Kramer was soon eliminated. Madden kept to the front and won with Hanley second and Cecil Walker third.

The miss-and-out invitation for the professionals had so many starters and it took so long to eliminate them that the



At the Newark Velodrome on opening day, Easter Sunday. Upper, about thirty of the forty riders that started in the miss-and-out strung around the turn into the back stretch. Lower left, Willie Keller, on pole, and Gus Lang, on outside, heading into the back stretch in final lap of Shanley Handicap, with Willie Hanley, the winner, back of Lang. Jake Magin is slightly in the rear of Hanley, and Ray Eaton is alongside of Jake. Center, Bobby Walthour, Jr., leading down the back stretch in his heat of the Shanley Handicap, Bobby winning the heat. Right, Frank Kramer, with Piani and Art Spencer, coming into the back stretch in match race. Piani won, with Eaton, out of the film, second

event went five miles before *fini* was chalked up against the contest. Aleck McBeath, the Australian, did not miss this one and he garnered first money from Anthony Young, Tom Bello and John Bedell.

Fred Spencer, Plainfield's entry in the national championship, came through eased up in the two-mile open for the amateur class. In the handicap for the same class, a half-mile event, Spencer and Willie Grimm, who started with him from scratch, were handicapped out of it and failed to show. Walter Skarbek, a member of the Bay View Wheelmen, won the race. Skarbek's brother, Harry, accounted for the novice. Summaries:

One-Mile Novice—Won by Harry Skarbek, Newark; second, Minardi Lino, Madison. Time, 2:20 4/5.

Half-Mile Handicap, Amateur—Won by Walter Skarbek, Newark, 45 yards; second, Frank Bartell, Newark, 70 yards; third, Joseph Osterhuber, Newark, 65 yards; fourth, Ray Wheeler, Newark, 65 yards. Time, 58 2/5 seconds.

Two-Mile Open, Amateur—Won by Fred Spencer, Plainfield; second, Louis Hloam, Inwood, L. I.; third, Chester Fisher, East Orange; fourth, John Otto, Newark. Time, 4:14 2/5.

One-Mile, B. M. Shanley, Jr. Handicap, Professional—Won by Willie Hanley, San Francisco, 20 yards; second, Ray Eaton, Newark, scratch; third, Jake Magin, Newark, 15 yards; fourth, George Chapman, Newark, 50 yards; fifth, Gus Lang, Newark, 25 yards. Time, 2:03.

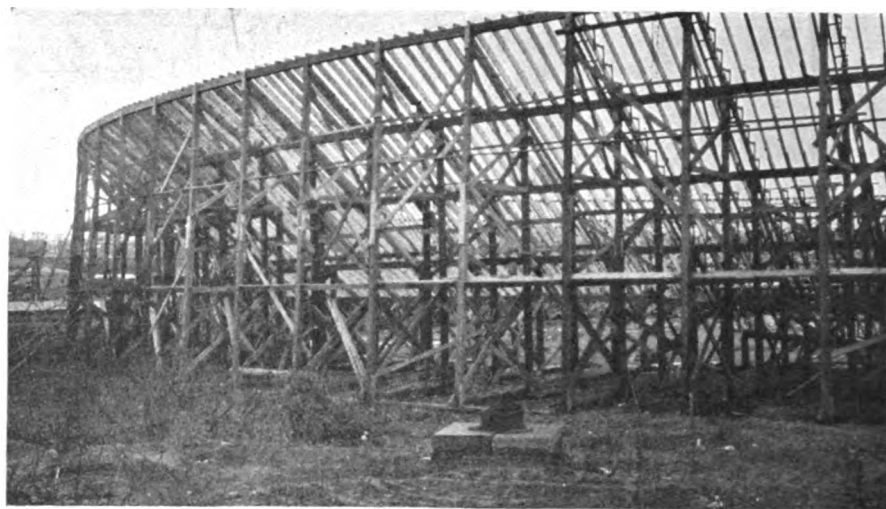
Miss-and-Out Invitation, Professional—Won by Aleck McBeath, Australia; second, Anthony Young, Newark; third, Tom Lello, Brooklyn; fourth, John Bedell, Newark; fifth, Frank Corry, Australia. Time, 10:50 4/5.

Five-Mile Mayor Breidenbach Stakes, Professional—Won by Eddie Madden, Newark; second, Willie Hanley, San Francisco; third, Cecil Walker, Australia; fourth, George Chapman, Newark; fifth, Frank Corry, Australia.

PROGRESS MADE ON TRACK

GREAT progress is being made in the building of the New York Velodrome, located at 225th street and Broadway. The track, which will be conducted by the Metropolitan Velodrome Company, Inc., will be six laps to the mile and the race nights have been announced as being Tuesday and Friday. The opening meet is scheduled for the night of May 30, Decoration Day.

The accompanying photos show the inside and outside of one of the turns



Showing how progress is being made on the New York Velodrome. Outside of structure at one of the turns

taken a few days ago, and they also give an idea of how the track is braced. The picture at the bottom of the page shows the sloping beams on which the seats will rest. The track proper is to be built below.

The picture at the top of the page shows the outside of one of the turns and depicts the bracing. The heavy lumber that is being used in the construction of the New York Velodrome will make it safe for the largest crowds. In addition to timber bracing the beams are also braced with wire. The entrance to the infield will be through a tunnel that is eight feet wide.

In addition to a card of professional races on the opening meet, the amateurs will have three events, a half-mile novice, a two-mile handicap and a one-mile open. In the two-mile handicap the first prize will be an automobile. The professional events have not as yet been announced.

CANADA IN OLYMPIC RACES

Announcement has been made by Canadian Olympic officials at Toronto of the tentative program which has been arranged for the Olympic games which are

scheduled to be held at Paris, France, in 1924. This program shows that the bicycle road racing is to be conducted on July 23, 1924, while the bicycle track events are to be held on July 28. Bicycle racing devotees already have in mind preparations for the sending of a team of Canadian riders to compete in the Paris Olympiad.

CYCLE RIDERS, LOOK OUT!

Metropolitan cyclists had better look to their laurels. A new pedal pusher threatens to give some of them a few lessons. Laurie Pollard, of Brooklyn, recently traveled from East Elmhurst, L. I., to Stamford, Conn., in six hours. The distance is about 80 miles. Pollard rode a Rollfast bicycle on his trip.

APPEAL FOR CYCLE TRACK

The New Century Wheelmen, of San Francisco, have sent out an appeal to the cyclists and others of that city for a bicycle track at the Golden Gate Stadium. They are planning a feature race next month and want the track for the event.

CYCLING POPULAR IN FRANCE

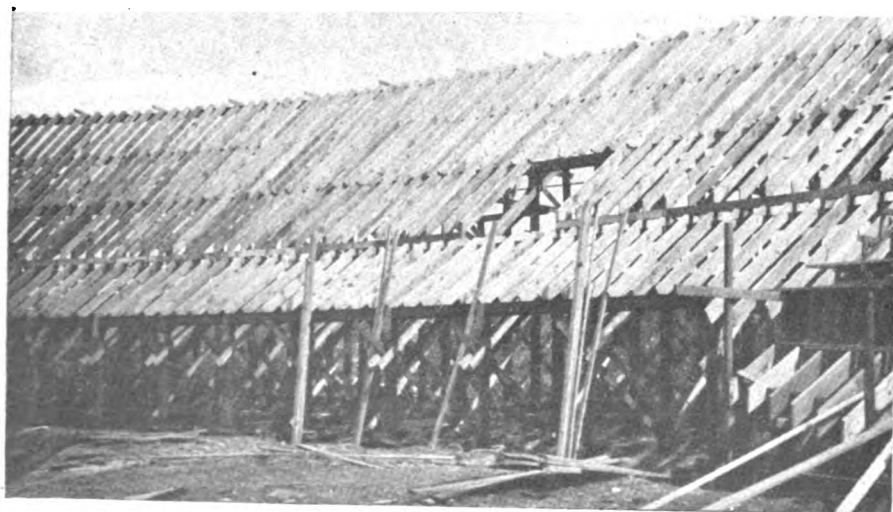
Cycling is more popular than ever in France. In 1920 there were 2,272,324 bicycles registered in that country. Last year there were 4,308,129, or one to every nine of the population.

NEW EQUIPMENT FOLDER

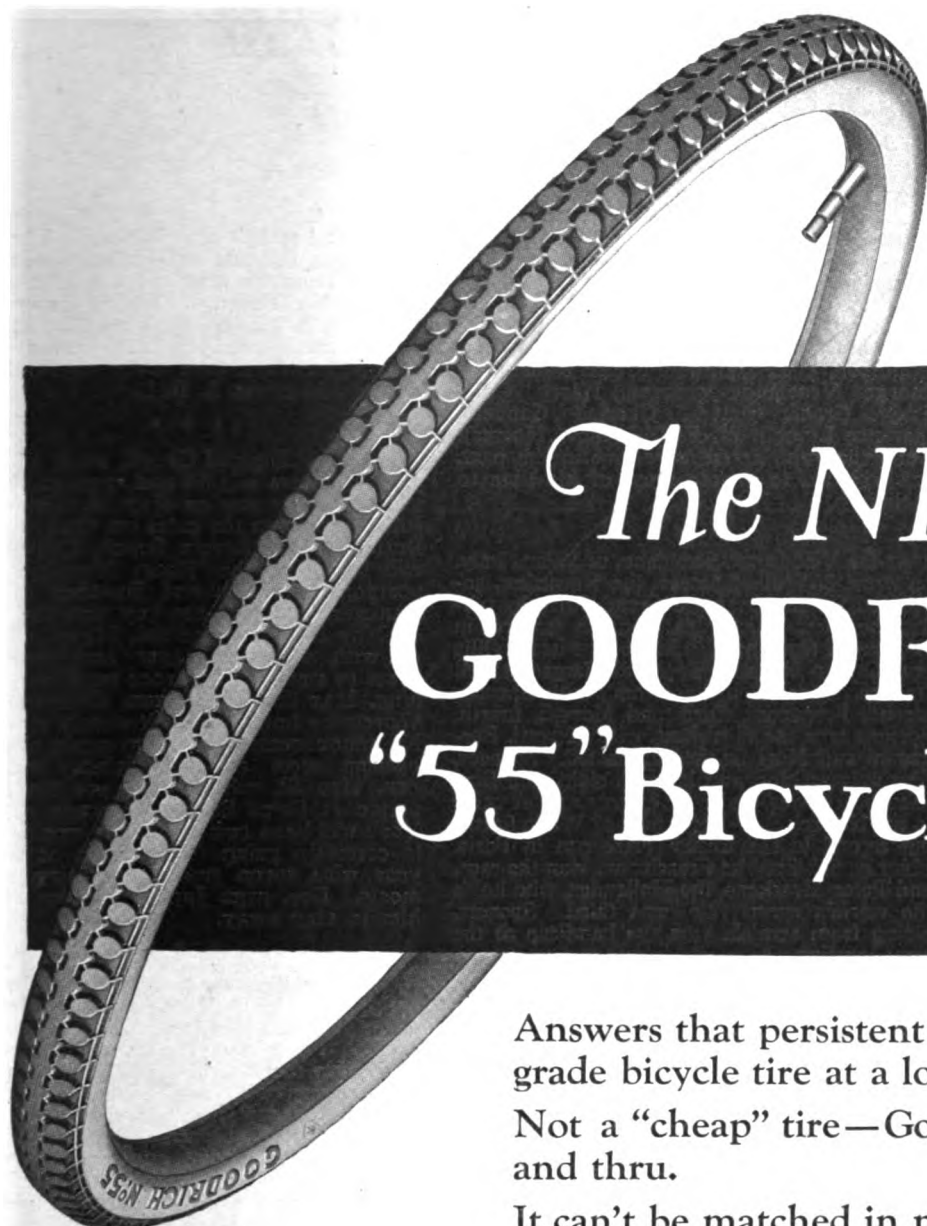
The Terminal Cycle & Sporting Goods Co. has just issued a neat folder describing the firm's line of racing tights and jerseys, training shirts, racing shoes, track racing bicycle and tires.

A CHANCE FOR BUSINESS

D. BLONDEL, Fort de France, Martinique, writes that he is in the market for bicycle tires and tubes, bicycle parts and accessories, and electric horns and bells.



Inside view of the New York Velodrome. This view pictures the sloping beams on which the seats will be built



The NEW **GOODRICH** *"55" Bicycle Tire*

Answers that persistent demand for a high-grade bicycle tire at a low price.

Not a "cheap" tire—Goodrich quality thru and thru.

It can't be matched in performance—except by a higher priced tire.

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The new "55" and the Goodrich Silvertown Cord make the Goodrich line complete and gives dealers the finest tire layout to place before the cyclist.

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Akron, Ohio

ON THE BELL LAP

Live Comment on Current Cycle Happenings

By Walter A. Bardgett

THE cycling program of the Olympic games in Paris in 1924 calls for road racing on July 23 and track racing on July 28.

* * *

Another bicycle rider gets married. Peter Moeskops, the sprint champion of the world, was married on April 11 to Mademoiselle Van Thiel, of Ammersvoort, Holland. Not many single ones left.

* * *

The Newark Stadium, the track in that New Jersey city that had such a short life, is about to become part of an amusement park. It is stated that the track part proper will be used for athletic events and amateur cycling events.

* * *

Frank Fox, of the C. R. C. A., says the amateur riders around New York don't want to forget the "Association Handicap," the 25-mile race to be run by that club on Ocean Parkway, Sunday, May 14. A silver cup will be given the club having the most members entered.

* * *

Frank Cadwell, former cyclist and track manager, has been appointed manager of the New Bedford, Mass., track. Cad's experience should help him to make the track a greater success than it was last year. The New Bedford track will open on Monday, May 22.

* * *

A few weeks have passed by and no new bicycle tracks have been announced. How come? Generally at this time of the year ambitious promoters pass out the salve that they have the coin and will construct a bicycle track. Along about June 1 the pipe goes out and they slumber until some other day. It is a great game, boys.

* * *

The first of a series of elimination races for the sprint championship of France was run at Paris on April 3. Devoissoux, Trouve, Villepontoux, Baron, Chardon, Rohrbach, Vandenhove and Martin qualified, finishing in that order in the final of the race. In a paced race Victor Linart won all four matches at ten kilometers, Linart beating Gunay, France; Leon Vanderstuyft, Belgium, and Leon Didier, France, in turn.

* * *

Elmer Bundt, newly wed, is now the champion of Buffalo. Elmer had 17 points up to the start of the final race and he landed second and three points, which netted him 20, two more than the second man, Bob Schultz, who won the final race. Bundt was presented with the William G. Schack cup for winning the title. Bundt and his bride will be in Newark this week, where the bridegroom will compete among the amateurs at the Jersey track.

* * *

Carl Glick, president of the Franklyn Club of Chicago, started for a cycling jaunt to the Pacific Coast, but Carl did not get very far. He was mud-bound in Iowa and was forced to return to the Windy City. In addition to being mud-bound Carl injured himself, but is far from being discouraged and as soon as he recovers and the roads get good he will try it again.

* * *

The list of officials who will act at the Newark Velodrome this year is as follows: Referee, Harold Dibblee; starter, Gabe

Abieneste; announcer, William Sullivan; clerk of course, Eddie Bedford, Sr.; track physician, Harvey T. Herold; judges, Victor Hess, William Drake, E. Egbert, E. Christopherson, Dr. H. J. Dougherty, A. C. Camarata, Alfred Freinsehner, Roy Christopherson, C. E. Gardner, Frank Rodriguez, George Vreeland; scorers, Harry Cole. Andy Graef; timers, Charles Caufield, Clarence Linnell; M. F. O'Connor. Norman Anderson, who acted as referee in the past, has resigned to devote most of his time to pacing.

* * *

At the Velodrome Sempione, at Milan, Italy, on April 2, Willie Spencer, the Newarker, accounted for the Overture Grand Prize by taking the race, which was a match feature, in two out of three heats. In the first heat Willie beat Caesar Moretti, Mori and Bergamini, all Italians. Mori won the second, with Spencer, second, Bergamini, third, and Moretti, fourth. Spencer won the third heat, with Moretti, Bergamini and Mori finished as named. Spencer, four points; Mori and Moretti, eight, and Bergamini, ten, was the order of scoring. A cable to the Newark Star-Eagle tells of Willie finishing second in the Easter Prize run in Paris. Maurice Schilles, the Frenchman, won the race, and Peter Moeskops, the Hollander, who holds the world's sprint title, was third. Spencer, riding from scratch, won the handicap at the same meeting.

* * *

The Chicago Bicycle Dealers' Association will attempt to sponsor a 100-mile road race on Decoration Day. The race will start at Milwaukee and finish at Chicago. At present the race is high in the air on account of the N. C. A.-A. B. L. squabble. Paddy Harmon, who with Johnny Chapman, promoted the last six-day race at Chicago, offered a player piano, but stated he would withdraw the prize unless the event was run N. C. A. The A. B. L. representative out there told the dealers that he could probably arrange to secure a player piano if the race was run A. B. L. Whether it is N. C. A. or A. B. L. it looks as though the winner would get that player piano. Phonographs are also listed as among the prizes. Must think the Chicago riders are musically inclined.

* * *

Preparatory plans are now being formed for the season's State and National amateur bicycle championships of the Amateur Bicycle League of America, Inc. The program will include a junior and a senior champion for each State, the races to be promoted during August. Each competitor will receive a medal and in addition the winner, second and third will receive the jeweled gold, silver and bronze medals for the State. The final, which will be run at Atlantic City, will carry the National gold, silver and bronze medals, which are to be jeweled. The gold medal winner of each State championship, both junior and senior, will be invited at the expense of the A. B. L. to compete in the National finals at Atlantic City, Saturday, September 16. All amateur cyclists throughout the United States will be invited to compete. The Bicycle Manufacturers' Association has endorsed the A. B. L. and the Cycle Trades of America has also approved of the amateur league. The A. B. L. is now represented in over 18 States and has a membership of 35

cycling and athletic organizations. The league is growing fast and two organizations joined recently from the West and the Middle West. The Anakin Telegram Club of Long Beach, Cal., an organization that claims 1,225 members, and the Davenport Cycle Club, Davenport, Ia., with 50 members, have made application for membership to the A. B. L.

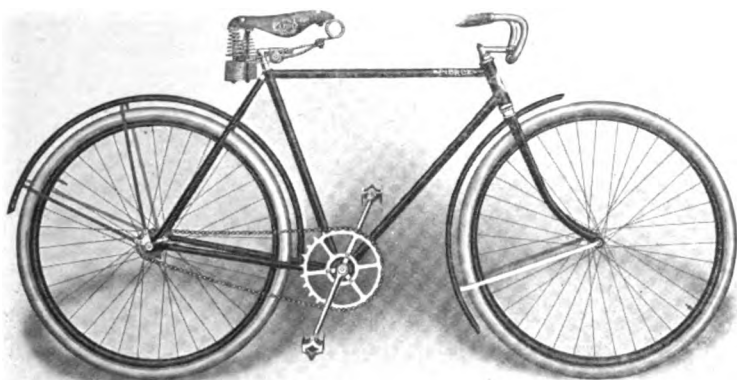
* * *

The New England Circuit, over which the pace followers will flit and race as they flit, will get under way on May 19. Providence will throw open the gates on that day. Tom Butler, at the Revere Beach Cycle Track, will brush up the "Races Monday Night" postponement sign and Brother Nat, the manager, will hide the key for the season on May 20. New Bedford, Mass., all dolled up with a new manager and everything, is set to start the first race on Monday evening, May 22. Pat Logan, director of the Worcester bowl, will follow suit soon after. No announcement has been made about the opening meet at Philadelphia, but Tuesday, May 30, will probably see the boys in action at Point Breeze. Newark and New York will have two meets per week. There is certainly going to be some action this year with seven tracks operating regular meets. Boy, page Jupiter Pluvius and tell him to stay away.

* * *

A good crowd was on hand to see the opening of the Newark Velodrome on Easter Sunday. The famed course has been given a new surface, a new coat of paint and as rapidly as is possible the bleachers are being torn down and replaced with new stands. The cyclists were out in new regalia and anxious to get started after an enforced delay in opening of the track. The opening meet proved that most of the riders need considerable training, but, of course, with good weather and plenty of racing they will work themselves into shape. The feature event on the card was the team match with Frank Kramer and Arthur Spencer opposed to Orlando Piani and Ray Eaton. The first heat was a good one, but the second and third was rather amateurish with Eaton and Piani winning with little difficulty. The first heat resulted in a good struggle between Art Spencer and Eaton, but the latter and his mate won without a struggle in the second and third sessions. It is a little early to make predictions about the championship, but Ray Eaton and Arthur Spencer will be formidable contenders. Kramer has been counted out before, but the East Orange man with more racing and training can be counted on to be somewhere around the top when the final tabulation of points is made. For the amateur championship Fred Spencer, the Plainfield rider, seems to be by himself. Elmer Bundt, who recently won the Buffalo indoor championship; Willie Grimm, Tommy's brother, and one or two more may develop into championship timber, but at present Spencer looks the best. At the opening meet the new referee, Harold Dibblee suspended Gus Lang, Willie Keller and Jake Magin for sacrificing their chances. Lang and Keller received their bit for their work in the Shanley handicap, while Magin was suspended for doing his stuff in the five-mile open. Nothing was done to the men they sacrificed their chances for, so probably the "dividends" were given out by the combinations after the paymaster had done his bit. It was ever thus.

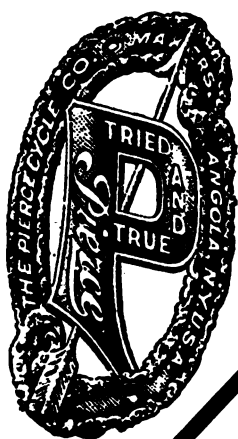
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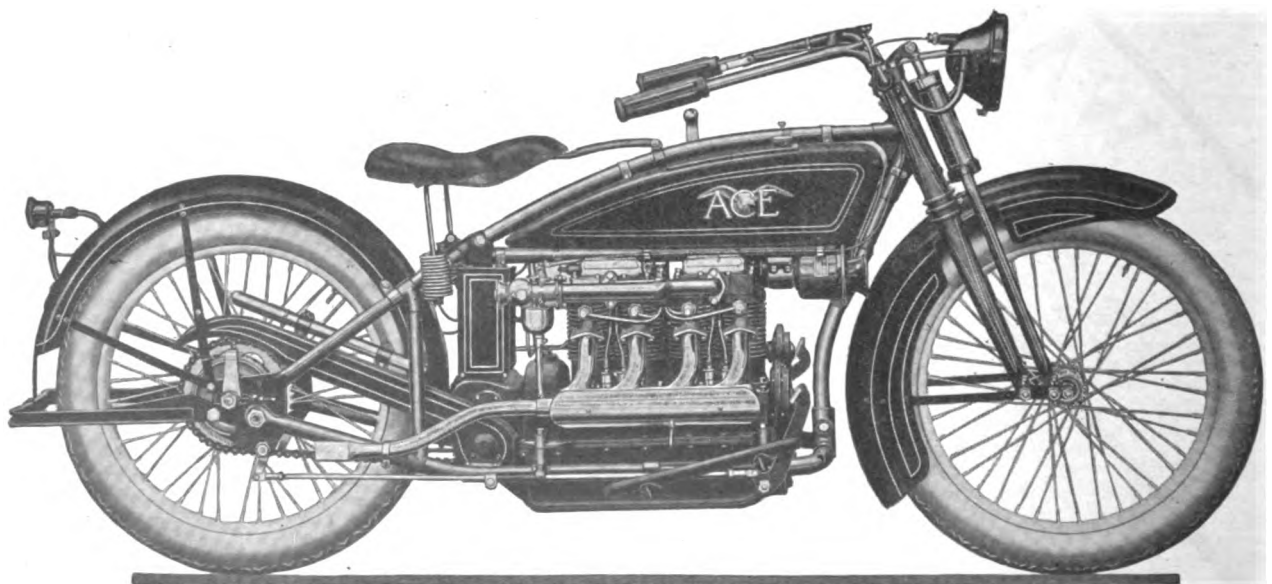
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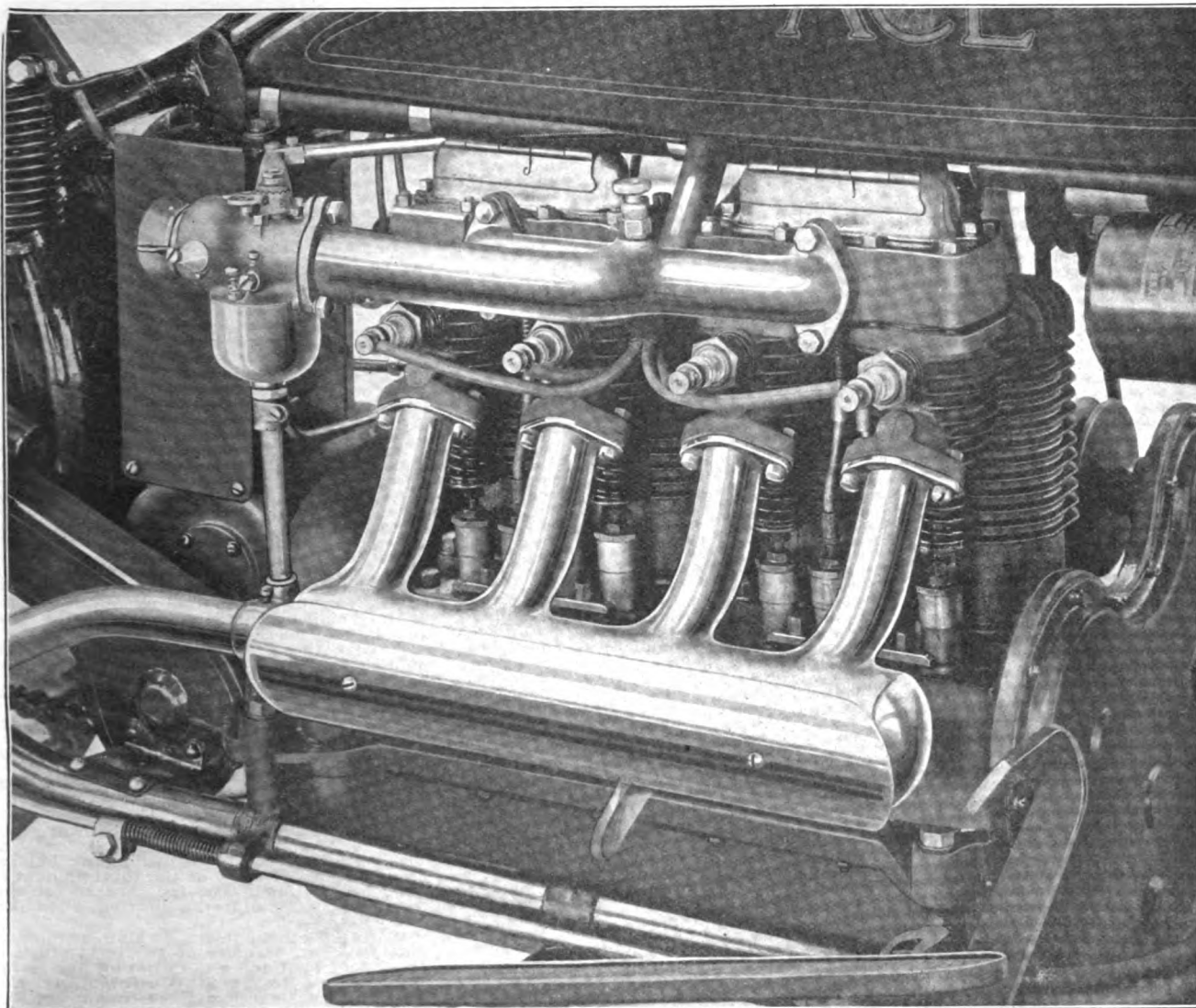
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Among the Dealers

SELLING GOOD ON COAST

San Francisco.—All the San Francisco dealers report that April is proving a banner month, especially on sales of new machines. "We have sold more Hendersons and also Excelsiors during the early part of April than for months past," said John H. Baumgardner, of Caselli & Baumgardner. "Indian business has been rushing," said Hap Alzina and C. E. Oberg of the Pacific Motor Supply Co. Ray Seymour, Fresno dealer, sold 14 new Indians during March and business is still going strong. Harley-Davidson opening was only partly observed during the first week of April, in San Francisco. Window displays were made by the Dud Perkins agency and by the Firestone Tire & Rubber Co., which is always ready to lend its fine window space on Van Ness avenue to helping out the motorcycle game. The observance was deferred for the following reasons: Spring came some time ago in San Francisco. Dud Perkins was in Southern California, and the automobile dealers are planning to hold their annual "Call-of-the-Open-Road" campaign later in April, so it is planned to tie up the Harley-Davidson week with this campaign.

ENTERTAINS 6,000 VISITORS

Chicago, Ill.—Spring opening week, which just closed at the Harley-Davidson headquarters of C. H. Lang, 1704 S. Michigan avenue, was a huge success. Approximately 6,000 customers, friends and prospects received a special invitation card, along with "Lang's Sparks," a monthly pamphlet issued by this distributor, and if their curiosity wasn't aroused, well—they are simply "dead ones."

"Lang's Sparks" undoubtedly is one of the snappiest things off the press. If you cannot get interested in the general invitation to "Get the bunch together for a real, old-fashioned time" and to get as "nosey" as you want, or crack a smile at the query: "Have you taken the old machine out of its winter underwear and gotten it ready for its B. V. D.'s," or other bright jokes and sayings, surely your eyesight is bad.

M. M. A. MEETS

Worcester, Mass.—A meeting of the officers and board of directors of the Massachusetts Motorcycle Association was held at the Warren Hotel in Worcester on April 10 to arrange the final details of the annual hill climb to be held in Worcester on April 19, and also decide on the Gypsy Tour and other season's activities. Acting on the strength of opinions expressed by various dealers and riders throughout the State, the officers and directors unanimously voted in favor of holding the 1922 Gypsy Tour to Old Orchard Beach. The dates selected are June 16, 17 and 18. Details for the Gypsy Tour program are under way and will be announced later.

DENVER WELCOMES SPRING

Denver, Col.—April the 8 saw the closing of a very successful Spring Opening Week for the Harley-Davidson and Cleveland motorcycles in Denver.

Attractive window displays and co-operative advertising with the tire companies was also an important feature of the Harley-Davidson program. Several cash sales were made and others are on the way. "Open House" was kept throughout the week and much interest was shown in the new Royal Tourist Sidecar. Saturday evening W. W. Whiting wound up the week's schedule by entertaining the Western Motorcycle Club to a weiner fry at Starbuck, Bear Creek Canon.

WALKER HAS BUSY WEEK

Boston, Mass.—Sales Manager S. E. Rapkin of the W. J. Walker Co., Harley-Davidson distributors, reports that Spring Opening Week brought buyers for eight new machines, four sidecars and three used machines. In addition three new machines were sold to police departments. During the week Rapkin had displayed in the windows of the different tire companies throughout the city as well as having the Harley-Davidson store decorated. The week was open with a run for the riders to Gloucester, Mass., and return.

APPEAL COMPANY BRANCHING OUT

San Francisco, Cal.—Fred Abraham, manager, local Branch, Appeal Manufacturing & Jobbing Co., has gone to Reno, Nev., where he will probably arrange for the opening of two new agencies for the sale of bicycles and sporting goods. These Nevada agencies

will carry the Appeal lines, Dayton, Tribune and Rambler bicycles.

O. S. Dibbern, formerly with the San Francisco office of the Appeal Manufacturing & Jobbing Co., has resigned, in order to accept a position with an important manufacturing concern of Seattle. J. B. Kaser takes Mr. Dibbern's place with the Appeal.

SHEARIN USES GOODRICH WINDOW

Atlanta, Ga.—The Shearin Cycle & Supply displayed their new Harley-Davidson—a cup, medal, accessories, etc.—in the windows of the B. F. Goodrich Rubber Co.'s local branch on Peachtree St. This display brought a number of inquiries and a few of them look mighty good as prospective buyers. Shearin made one sale on the opening day of Harley-Davidson, and set his mark for one new machine each day for the rest of the week.

WHITMAN LOSES ONE

Goodland, Kan.—E. W. Whitman, the cycle man, advises us under date of April 5th that the following mortgaged property was removed without his consent: One 1922 model, brewster green finish, electrically equipped, 74 cu. in. Harley-Davidson, with 1922 model, brewster green finish, doorless type Harley-Davidson roadster sidecar.

SCOTT OFFERS REWARD

Marion, Ind.—Glenn A. Scott reports that some one broke into his store and stole a 1920 model 20-J Harley-Davidson motorcycle, No. L-20, T-11294. Completely rebuilt, repainted, renickel, like new 1922. Color, dark brewster green. Twenty-five dollars for return of motorcycle. He offers \$25 for arrest and conviction of the thief.

DOWN IN OHIO

Canton, O.—H. J. Tucker, head of the Buckeye Cycle and Supply Company, says that since the rubber industry boom subsided a year ago more rubber works are taking to using the bicycle as the chief means of locomotion and that during the past few weeks sales have been almost doubled compared to a year ago.

Dealers in the Akron district plan some interesting cycle meets this summer. Organization of clubs and gypsy tours also will be encouraged. J. J. Bertele, manager of the Akron Cycle and Supply Company, reports that bicycle sales are on the increase and that reduction of prices has had a tendency to increase business. There are a great many calls for second hand motorcycle. H. C. Parks, president of the Canton Sporting Goods Company, which concern recently took



Nagas & Ray, Indian distributors in Italy, use a lithograph poster in four colors for advertising purposes

over the Mead Cycle Company agency, reports a fine demand for wheels among the student body of the grade and high schools. He expects to dispose of fifty wheels this spring and many more will be disposed of before the end of the summer. Conditions industrially are very much improved and metal working plants of the district are gradually returning to pre-war operation basis.

SPECIAL NOTICE

STATEMENT OF THE OWNERSHIP, MANAGEMENT, CIRCULATION, ETC., REQUIRED BY THE ACT OF CONGRESS OF AUGUST 24, 1912.

Of Motorcycle & Bicycle Illustrated, published weekly at New York, N. Y., for April 1, 1922.

State of New York
County of New York

ss:

Before me, a Notary Public, in and for the State and county aforesaid, personally appeared W. H. PARSONS, who, having been duly sworn according to law, deposes and says that he is the Managing Editor of MOTORCYCLE & BICYCLE ILLUSTRATED, and that the following is to the best of his knowledge and belief a true statement of the ownership, management, etc., of the aforesaid publication for the date shown in the above caption, required by Act of August 24, 1912, embodied in Section 443, Postal Laws and Regulations, to wit:

1. That the names and addresses of the publisher, editors, managing editor and business manager are:
Publisher—Cycling Press, Inc., 912-920 Broadway, New York City.

Editors—W. H. Parsons, Walter A. Bardgett, 912-920 Broadway, New York, N. Y.
Managing Editor—W. H. Parsons, 912-920 Broadway, New York, N. Y.
Business Manager—David Meyers, 912-920 Broadway, New York, N. Y.

2. That the owners are:
Cycling Press, Inc., 912-920 Broadway, New York, N. Y.

That the stockholders owning or holding one per cent. or more of the total amount of stock of Cycling Press, Inc., are as follows: B. A. & C. P. Holding Corporation, 1 Madison Ave., New York.

That the stockholders owning or holding one per cent. or more of the total stock of B. A. & C. P. Holding Corporation are as follows: Frank Meyers, 912-920 Broadway, New York; David Meyers, 912-920 Broadway, New York; W. H. Parsons, 912-920 Broadway, New York; W. A. Bardgett, 912-920 Broadway, New York; M. & S. Meyers, 1196 First Ave., New York; George Meyers, 1196 First Ave., New York; Michael Miller, 794 St. Nicholas Ave., New York; S. Cowen, 20 E. 97th St., New York; David L. Short, Columbus Ave. and Hancock St., Philadelphia, Pa.; G. Friedman, 627 Broadway, New York; A. Cowen & Son, 34 W. 25th St., New York; John J. Robbins, 276 Fifth Ave., New York.

3. That the known bondholders, mortgagees and other security holders owning or holding 1 per cent. or more of the total amount of bonds, mortgages, or other securities are: Harold N. Condict, 466 Main St., Orange, N. J.; Fred D. Porter, City Hall Sq. Bldg., Chicago, Ill.

4. That the two paragraphs next above, giving the names of the owners, stockholders and security holders, if any, contain not only the list of stockholders and security holders as they appear upon the books of the company, but also, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting, is given; also that the said two paragraphs contain statements embracing affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner, and this affiant has no reason to believe that any other person, association, or corporation has any interest direct or indirect in the said stock, bonds, or other securities than as so stated by him.

W. H. PARSONS, Managing Editor.

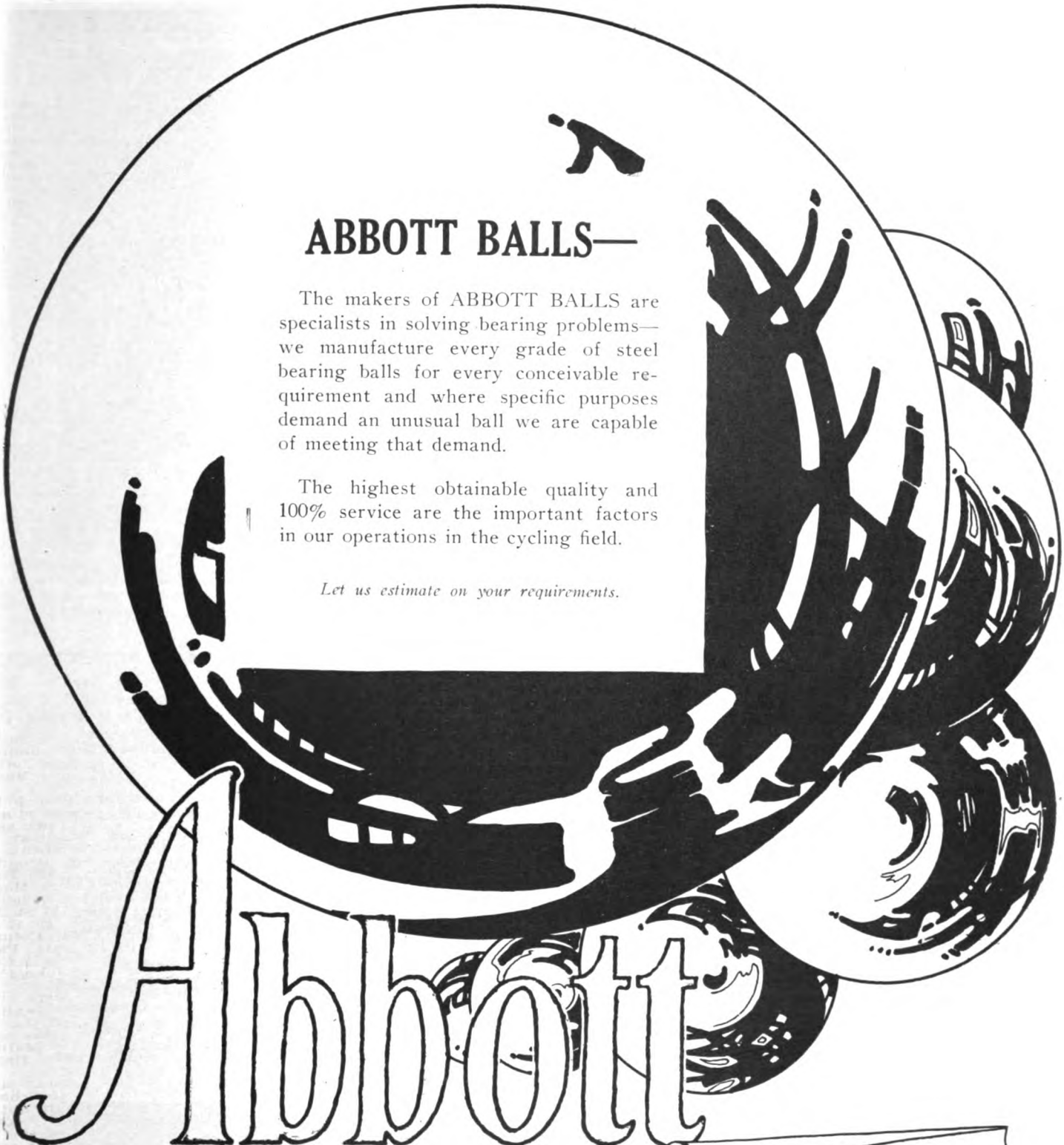
Sworn to and subscribed before me this 31st day of March, 1922.

SAYDE BLUMENFELDT.

(Seal)

Commissioner of Deeds.

New York City.
N. Y. Clerk's No. 73, N. Y. Reg. No. 23,028.
Term expires February 15th, 1923.

A large, stylized illustration of a bicycle wheel and tire dominates the background. The tire is shown in cross-section, revealing the internal structure and the spokes of the wheel. The illustration is rendered in a high-contrast, black and white style.

ABBOTT BALLS—

The makers of ABBOTT BALLS are specialists in solving bearing problems—we manufacture every grade of steel bearing balls for every conceivable requirement and where specific purposes demand an unusual ball we are capable of meeting that demand.

The highest obtainable quality and 100% service are the important factors in our operations in the cycling field.

Let us estimate on your requirements.

Abbott Balls

The ABBOTT BALL
COMPANY

Bearing Ball Department
Hartford, Conn.

For assurance of prompt attention to your wants, mention **Motorcycle and Bicycle Illustrated**

With the Trade

COASTERS MOVE LIVELY

Rochester, N. Y.—Anderson & Rice report a lively demand for their Bessteel Coasters, a four-wheel coaster which is manufactured for them by a Rochester concern. It is a four-wheel wagon coaster.

E. H. WATSON OFF ON TRIP

New York City.—E. H. Watson, of the D. P. Harris Hardware & Mfg. Co., is now traveling in Canada and upper New York State this week. He reports conditions improving up that way.

BRIGHT PROSPECT SAYS WILLIAMS

Portsmouth, Ohio.—F. L. Williams, secretary and treasurer of the Williams Manufacturing Co., manufacturers of Excelsior Cordovan Puttees and leather specialties, has just returned from a trip to Buffalo, Detroit, Chicago, Minneapolis, St. Paul and Milwaukee, and reports the prospects for business unusually good.

REFLEX GOING STRONG

Cleveland, Ohio.—The Reflex Ignition Co., manufacturers of Reflex spark plugs, are once more in full swing with production fast approaching normal. A splendid spring business is reported by President Fenner. The welcome news was received from California this week that Reflex plugs were used by G. Duncan, winner of the 37-inch novice class in the famous Capistrano Hill Climb.

D. P. HARRIS ON WAY HOME

New York City.—D. P. Harris, head of the D. P. Harris Hardware & Mfg. Co., is heading for home from his Pacific Coast trip. He is sending orders in from his various agents along his route and reports conditions as very much improved. Mr. Harris will be back in New York on April 24 and will arrive back just in time to superintend the moving into the new Rollfast home at Chambers and Church streets, on May 1.

L. L. KING LEAVES DIAMOND

Indianapolis, Ind.—L. L. King, for some years sales manager of the Diamond Chain and Mfg. Co., of Indianapolis, has resigned, to become special agent for the Mutual Benefit Life Insurance Company of Newark, N. J., with headquarters at Indianapolis. Mr. King is one of the best known men in

the cycle industry and his many friends and acquaintances will wish him the best of success in his new work.

SILVERTOWN CORDS TESTED

Akron, Ohio.—The "Silvertown" Cord Tire for bicycles, recently announced by the B. F. Goodrich Company, is an exact duplicate of the famous Silvertown Cord Tire for automobiles. In quality, tread design, color combination and brand designation, the "Silvertown" Cord Bicycle Tire duplicates its famous brother. For 24 months the tire has been tested against "Cord" construction tires, motorcycle fabric tires and all other types, and the company claims the lowest mileage registered by any Silvertown was twice the mileage registered by the best of many well-known makes.

NEW KEYSTONE CATALOGUE SOON

Philadelphia, Pa.—The little things so necessary to success in any business which really means service right down the line have been well cared for by the Keystone Cycle & Supply Co., Inc., of Philadelphia, and it is almost impossible to ask for items that they do not stock if the item is in the bicycle line. Service seems to be the word that strikes one from every angle. Located on North Fourth street, at 119, the Keystone Cycle & Supply Co., Inc., started right; namely, with a low rent, plenty of room and people who knew the bicycle business in charge and ready and willing to extend service in a manner mighty pleasing to the dealer. A representative of this paper called recently and from the appearance of the place and the manner in which goods were piled up for shipment, it was hard to believe business was slow anywhere. C. A. Van Doren, the proprietor, seems to have the key to the entire thing when he states it takes hard and an organization that is willing to work with you to bring results. It is a safe statement to make that everyone connected with the Keystone Cycle & Supply Co., Inc., are workers. A new catalogue will soon be ready for distribution.

R. F. ARNOLD DIES

Chicago.—R. F. Arnold, Edwards & Crist Co. traveler, died April 7 at the Methodist Hospital at Wichita Falls, Texas. About the middle of March he was taken seriously ill at Wichita Falls. Later it developed that it was appendicitis, requiring an operation

which brought on peritonitis and later developed into pneumonia. Of his death President Jesse Edwards writes:

"His death was a great personal loss to me, as well as all the members of our organization. We had all learned to love him and have a very high regard for his sterling integrity and democratic ways. He was absolutely without guile and had no other idea than to do the fair and square thing under all circumstances."

Mr. Arnold was buried at Andersonville, Indiana, the home of his parents. He leaves a widow and a son fourteen years of age.

Mr. Herman Vetten, who was a neighbor and great friend of Mr. Arnold and who has been traveling the territory adjacent on the north, will cover Mr. Arnold's territory temporarily.

MOTORCYCLE EXPORT FIGURES

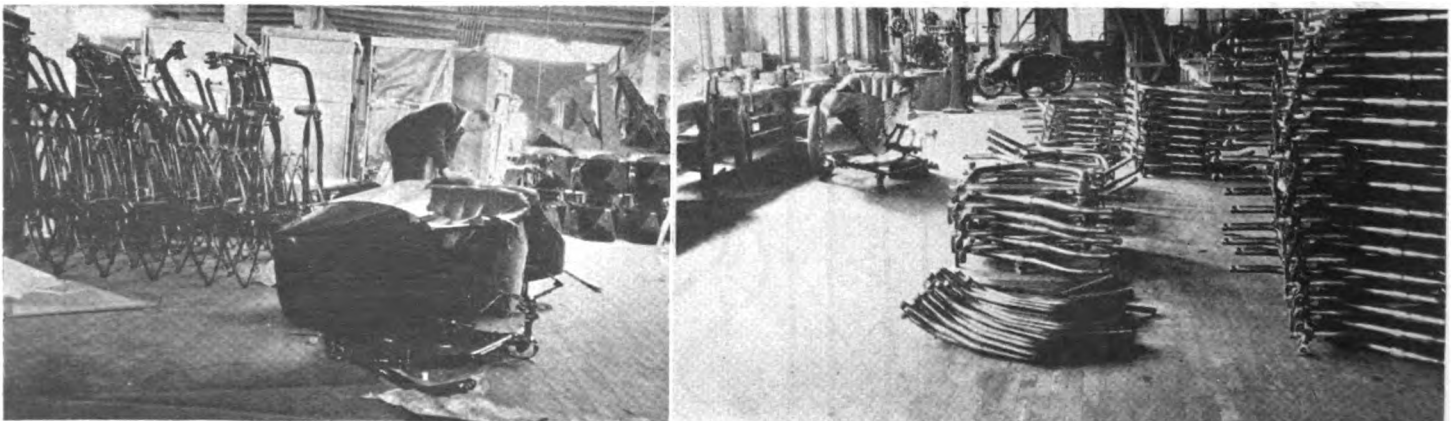
Washington, D. C.—The Automotive Division of the Department of Commerce announces that during February 969 motorcycles, valued at \$259,347, were exported from the United States, the unit value being \$268. In January, 1,010 motorcycles were exported, the value being \$284,883, while in February, 1921, the total was 1,000 and the value \$333,437. During January motorcycle parts valued at \$131,677 were exported. The figures for February were \$108,971.

NEW YORK'S NEW JOBBERS

New York.—Gottlieb & Barnett, Inc., 57 Warren street, have just issued a new cycle jobbing catalog. This is a new jobbing house with a new policy but old in experience. Benjamin Gottlieb, aside from being fifteen years with the City Supply Co. as their general manager, has also been in business under his own name for three years, and has met with a good measure of success. Jack Barnett has actually been brought up in the bicycle business. His selling ability is attested to by the large following he has among the dealers and his years of successful service with the Hub Cycle Co., City Supply Co. and, until joining Mr. Gottlieb, with the Perlman Cycle and Auto Supply Co.

FIGURES FROM GERMANY

The motorcycles registered in Germany in January, 1914, numbered 22,557. On February 1, 1920, the number was 9,369. On July 1, 1921, the number had jumped to 26,729.



Things are booming at the Goulding sidecar factory in Milwaukee. At the left is shown a corner of the shipping room, and at the right the general assembly room. Carload shipments are a daily occurrence

Victor

TRADE MARK

L A M P S

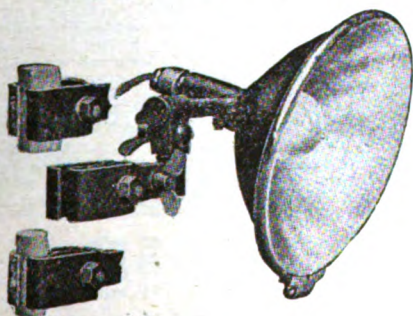
Lighting the Way

Since 1840 VICTOR Lighting equipment has been recognized as extraordinary, not only from a mechanically perfect point of view but from a basis of efficiency and dependability. Every motorcycle manufactured in the United States carries a Victor Lamp as standard equipment.

What service can better determine the strength and durability of lighting equipment than motorcycling, either as a pleasure or in the stern, expectant-of-much commercial field?

VICTOR Motorcycle Lighting Equipment fairly breathes that air of quality and serviceability that is demanded now more than at any other time since the inception of the powered two-wheeler.

The Supremacy of VICTOR Lighting Equipment is possible only because of intense study and real effort on the part of the men who have developed the VICTOR organization—study of actual conditions under which motorcycle lighting equipment operates.



The Victor No. 40 Spot Lamp is a light, substantial lamp that can be attached to any type of handlebar. It is a wonderful aid to night driving.

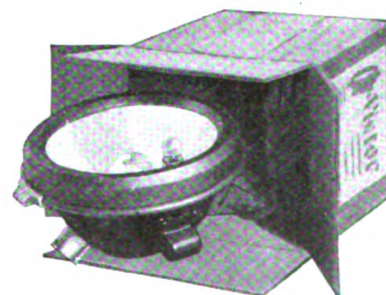
VICTOR lights the way—that broad highway to pleasure or the rocky road to bigger business and success.

The
**CORCORAN-VICTOR
COMPANY**

710 Reading Road

CINCINNATI

OHIO



Here's a lamp which will add grace as well as utility to any motorcycle—and it's built for service, up to Victor Standards.

What Motorcycle Clubs and Riders Are Doing

MICHIGAN CLUB IS ACTIVE

Grand Rapids, Mich.—The Western Michigan Cycle Club, of Grand Rapids, has organized for the 1922 season and expects to have one of the most successful years since its organization.

On April 4 the annual election was held and the new officers are: Frank E. Wood, president; Clyde Barber, vice-president; Howard Jaehnig, secretary; Peter Van Op Durp, treasurer, and Al Eikenburg, road captain.

The club will inaugurate the racing season on April 30 with a fifteen-mile handicap race. A big prize list is assured and at least 30 riders are expected to face the starter. The riders have been training steadily and will be in the finest condition on the day of the race. Big things are expected this year of Peter Van Op Durp, "the flying Dutchman." Other riders that have a fair chance of winning are Clyde Barber, Frank Wood and Philip Moleski. There are many other good riders besides the above.

BUSY WEEK AT ATLANTA

Atlanta, Ga.—Last week was an eventful one for Atlanta. A bunch of riders pulled forth their mounts from the cellar and other places, brushed off the dust, oiled up—and rode over to Chattanooga. H. P. Buttrick of Buttrick Motor Co. with a bunch of riders left Atlanta Saturday night and went to Rome, where they awaited for L. D. Shearin of Shearin Cycle & Supply Co., who left Atlanta Sunday with another bunch of riders. Richard New, the legless rider from the West, was with the Atlanta bunch, and showed them how to straighten the kinks out of the Georgia highways. The Atlanta bunch returned to Atlanta, leaving the Rome klan at Rome, and New went on north. (Said the bunch was too slow for him.) Tex Richards did not go along on account of a smashed cockpit. Tex went aviating on Sunday prior to the run, and made a bum landing against the trunk of a hickory tree. Tex intended landing on the top of the tree, but while making the landing he discovered that he had left his airplane at home and was astride a motorcycle. Fred St. Onge, Johnny Bolmar and Count Penau made things lively also. Penau took St. Onge to Macon, a la Indian sidecar, and the rain came down so merrily St. Onge got a bath with his clothes on. Penau told St. Onge he should do as the Romans do when it rains. St. Onge wanted to know what that was. "Raise your umbrella," said Penau.

READING SECRET TIME RESULTS

Reading, Pa.—Twenty of the boys started. The first was Lebanon, the next, over the old trail via Cornwall found some rough going with the result that five of the riders found the same thing that the Hessians found over the same trail in 1779, their Waterloo. The next followed the Lincoln highway to East Downton, then over the Washington trail to Brandywine Springs, and then to the home control Reading. Total mileage, 115 miles, and the schedule was 20 per hour. There were eleven perfect scores out of the 18 finishers. Perfect scores were made by George McDougal, Indian, solo; John Heiter, H.-D., solo; Sol Kulp, R.-S., solo; Sylvester Young, Henderson, sidecar; Floyd Gottschall, R.-S., sidecar; Chas. Cole, Ace, solo; Clarence Leibold, Indian Scout; Robert Hart, Indian Scout; Horace Fritz, Indian Scout; Ray Harter, Indian sidecar; Robert Wagner, Indian sidecar. Other scores were: Arthur From, Henderson sidecar, 999; Ardis Hettinger, Henderson sidecar, 997; Clarence Schaeffer, Ace solo, 997; Mike Vidaloeh Ex, 997; Claude Mervine, Cleveland, 996; Ray Scell, Indian sidecar, 996; Earl Madeira, 995 R.-S. sidecar.

LA TURBIE HILL CLIMB AT NICE

Nice, France.—La Turbie hill climb is one of the most popular events in French motorcycle circles. The first contest up this mountain side was held 25 years ago. The Hill is five miles along, very winding and presents quite a few danger spots. The fastest time in the climb held at the close of the Paris-Nice trials was made by Richards, a Marseilles rider, who climbed the hill on an Indian in 7m. 29s.



M. Trouche, Paris, France, and his winning Evans

EVANS RIDER WINS FRENCH RACE

Rochester, N. Y.—The French rider, M. Trouche, with a 1922 Evans Power Cycle, finished first in the class of motor assisted bicycles, out of a field of 11 starters, comprising all other prominent makes of foreign machines in this class. In the recent Paris-Nice competition contest which covered a course of approximately 860 miles. A particularly notable achievement was accomplished by both rider and machine by reason of the fact that the Evans Power Cycle was not equipped with pedals, and therefore could not be pedal assisted over many of the severe grades with which the Paris-Nice course abounds. During the five days required to complete this endurance contest, the French supporters of the Evans sent daily reports to the Rochester manufacturers as to the successful progress being made by their entrant, in their typically enthusiastic French manner, always laying great stress upon the fact that such a small lightweight machine could so successfully negotiate the long five-day hilly course.

BRIDGMAN WINS MELLANO TROPHY

London, Eng.—One of the most popular events on the calendar of the Surbiton Motor Club of England is the one-day reliability trials for the Mellano 100-Guinea challenge cup. At the trials on April 1, E. A. Bridgman mounted on an Indian Powerplus and sidecar was the winner. Many of the riders got the surprise of their young lives, when they reached the highlands, where they found the snow from 6 to 12 inches deep. The Mellano Challenge Trophy, for motorcycles, three-wheeled passenger machines, cyclecars and cars, was presented by A. V. Mellano, Esq., and is awarded for the best performance in a non-stop reliability run. It is held for one year by the winner of the event and competed for annually.

TORONTO CLUB ELECTS

Toronto, Can.—At the annual meeting of the Toronto Motorcycle Club, Tom Cassidy was unanimously elected president; H. C. Goodwin was chosen treasurer by acclamation. Other officers elected by vote were: First vice-president, Arnold O'Donnell; second vice-president, Fred Dobson; secretary, W. Boniface; Executive Board, Percy A. McBride, George Woods, W. Ward; Touring Committee, H. Lemmer, Tom Brown, W. Morrison, Art. Shuttleworth and Joe Minton; Competition Committee, Walter Andrews, Percy A. McBride, Fred Dobson, Arnold O'Donnell and H. Klipp. Arrangements were made for a series of hill-climbs, endurance runs and similar features.

OMAHA TO NEW YORK

Omaha, Neb.—W. T. Whitfield, of Omaha, Nebraska, tells us that he plans to perform an endurance run from Omaha, Nebraska, to his home in New York City on July 4, making his destination the Gotham Sporting Goods Co. Co-operation from the dealers and riders throughout his travels is solicited.

OAKLAND CLUB RUN

Oakland, Cal.—The Oakland Arrow Motorcycle Club of California, in conjunction with Golden Gate M. C. of San Francisco, recently held a joint run to Alma Springs, a resort in the Santa Cruz Mountains. A chicken dinner was served to more than 150 at the Alma Springs Hotel. Lee Orwig, vice-president of Oakland Arrow Club, and papa to the gang; Hap Alzina, motor doctor of Pacific Motor Supply; John Baumgardner, and Paul Caselli, ex-Henderson dealers, of San Francisco, were in the crowd. The following Tuesday evening a reception was held at the Oakland Arrow Motorcycle Club for Miss Gene Moritz, formerly of Cleveland, Ohio, fiancée of the late Albert "Shrimp" Burns, who was a charter member of the Club. Miss Moritz expressed her appreciation for the courtesy extended her in being admitted an honorary member of the club.

TO IMPROVE POTTSTOWN TRACK

Reading, Pa.—Reading and Pottstown motorcyclists are deeply interested in a realty deal at Pottstown, affecting the one-mile dirt racing track there. It will be improved and prepared especially for motorcycle and automobile racing by the Pottstown Auto Dealers' Association, which has taken a long lease on the track. The deal also includes the farm and the famous old Mill Park Hotel, where John Potts, who founded Pottstown and gave it his name, entertained General Washington, General Lafayette, Baron Steuben and other notables of 1776. The hotel will be improved for the racing and cycling fraternity, and will be conducted by J. Harvey Peterman. The grandstand at the track and the bleachers, will be enlarged. The dealers' association is headed by Howard Trout, W. H. Diener and Morris Mosheim, all substantial businessmen, and a big season of racing is promised.

CROTONA CLUB DANCE

New York.—On May 6 the Crotona Motorcycle Club will hold its annual barn dance at the clubhouse, Webster avenue and 175th street. Don't forget, the old squire will be on the job to join you up with some nice spring chicken so come prepared for the worst and in your gingham; too.

What do you know? Friendly enemies are neutral again. The New Jersey Motorcycle Club's bowling team, after being trimmed three games straight on their own alleys by the Crotona Motorcycle Club's bowling teams, came right back at the Bronxites by beating them three games straight, on their own alleys.

WAR ON OPEN MUFFLERS

San Francisco.—The Golden Gate Motorcycle Club is waging a war to the finish on open mufflers. If anyone comes or goes to club meetings and makes a noise like an open muffler, he is fined. If he does not pay and promise to reform, he is invited to take his activities elsewhere. The Club's headquarters are on Market street, San Francisco, in a busy section, and the line-up of 35 to 60 motorcycles on meeting nights, is quite an ad. for the club, the latest roster of which shows 115 members. M. & A. A. Sanction has been received for the hill climb, June 18.

NEW ZEALAND RECORDS

Christchurch, N. Z.—G. Lambert of Christchurch, New Zealand, is credited with four records for this season with an Indian Powerplus at the New Brighton Beach course as follows:

60 miles	57 min.	50 4/5 sec.
24 miles	23 min.	33 sec.
18 miles	17 min.	33 3/5 sec.
12 miles	11 min.	17 4/5 sec.

The last record to be smashed was the 60-mile, Lambert breaking all existing records for this distance.

TORONTO HILL CLIMB

Toronto, Can.—Arnold O'Donnell, riding De Luxe Henderson strictly stock, motor electric equipped, won both open events Toronto Motorcycle Club Hillclimb after all competitors had two tries. One competitor and O'Donnell were tied but by O'Donnell making faster time in extra climb won both events.

GREISS

TO **PENNSYLVANIA DELAWARE and NEW JERSEY** DEALERS

GEORGE "HONEST" GREISS, the OLDEST but **NOT** the LARGEST JOBBER IN PHILADELPHIA, solicits your business. Not the largest because we've always been CONSERVATIVE, satisfied with a minimum profit, taking care of customers we had with careful personal service, thinking about our dealer's good instead of trying to get all the business there was overnight.

VERY SPECIAL TIRE BARGAIN

AS FINE A BICYCLE TIRE AS PRODUCED IN THE U. S.

Priced to the Dealer at \$2.50 per pair—another kind at \$4.00 per pair. We have sold thousands of pairs of each brand with repeat orders in almost every case.

NEW PRICE LIST

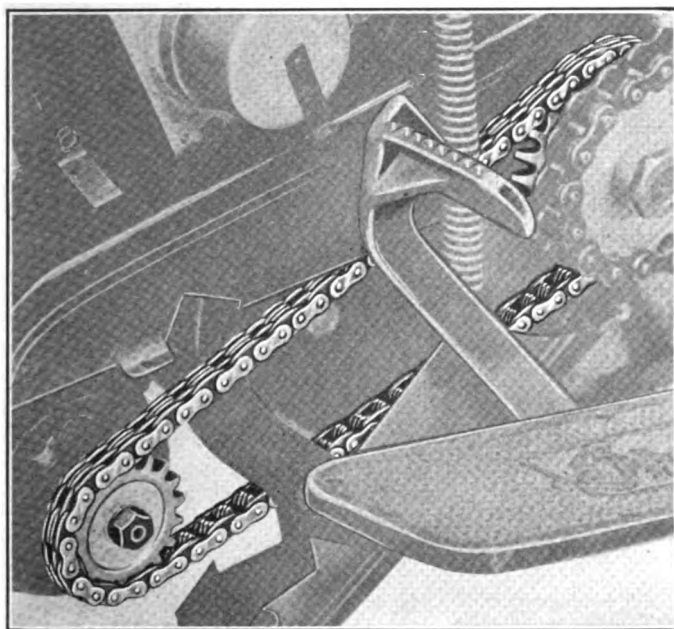
OUR NEW PRICE LIST IS READY. YOU CAN MAKE SAVINGS ON MANY, MANY ITEMS.

Send for regular and special price lists at once.

GREISS

George H. Greiss, 1341 Vine St., Philadelphia.

WE FEATURE WHOLESALE EXCLUSIVELY



Supplied for All Machines
Using Splittdorf Generators

Ace	\$6.50
Henderson	6.50
Indian Scout	6.50
Indian Standard	8.50

For limited time will ship prepaid anywhere in U. S. upon receipt of price.

At your dealer's or write direct.
Dealers write for discount.

MANUFACTURED BY
L. A. T. PETERSEN

The Motorcycle Man

WATERBURY

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CONN.



SILENT CHAIN

Used on All Petersen Generator Drives

DON'T RIDE IN THE DARK

You owe it to yourself, to your comfort as well as your safety to investigate the

PETERSEN SILENT GENERATOR DRIVE

A disabled generator belt may land you far from home with no lights to guide you to safety.

Simple and easy to install. No chains to shorten, no filing or fitting necessary. Fits on in place of existing belt drives. All sprockets made to manufacturers specifications.

Reflex Rides to Victory with Duncan at Capistrano Hill Climb



Baby Reflex

Enclosed type, non-fouling. A patent baffle cleans plug. Long favored for motorcycles. Made of mica or porcelain.

LAST week at the Capistrano Hill Climb at Los Angeles, G. Duncan piloted the winning Harley-Davidson motorcycle in the thirty-seven novice class, travelling 274.3 feet.

His machine was equipped with REFLEX—just another demonstration of the wonderful service these spark plugs have rendered for over 12 years—a consistent, steady, dependable ignition service.

Every Reflex Spark Plug Is Absolutely Guaranteed to Give Satisfactory Service

DEALERS—Our plugs offer you a saleable ignition line favorably noted for their quality. Write for our dealer proposition.

The Reflex Ignition Co.

CLEVELAND

OHIO



Kid Reflex

Open end, two piece motorcycle plug. Special nickel points are deep and will not corrode, pit, fuse or warp. Made of mica or porcelain.

RELIABILITY

For 25 Years

Twenty-five years of success spells integrity and is the incentive to instill confidence in the organization which has lived this long in the cycle field.

We serve as the reliable middleman between the cycle dealer and the manufacturer.

Our policy is to give as serious consideration to small orders as to the big ones—whether or not you order by the pound or the carload, we have your interests at heart always.

Another feature of our policy is fairness of price, immediate shipment and, if the dealer desires, terms that will suit his financial condition.

Let us get together.

Progressive Cycle & Auto Supply Co.

16 WARREN STREET
NEW YORK CITY

WE ARE CARRYING RADIO SUPPLIES. CAN WE SERVE YOU?

PROGRESSIVE

For assurance of prompt attention to your wants, mention *Motorcycle and Bicycle Illustrated*



Cash In On Bicycle Week

CLEAN UP—STOCK UP—ADVERTISE

To buy right is the first step towards success—you would be handicapped if you get a bad start.

Our new price list is ready. All prices have been revised downward as low as possible, which enables you to offer your customers merchandise at reduced prices without sacrificing your profits.

Be sure to get this price list before placing your next order. Pick out what you need to complete and freshen your stock and send us your order at once. You will receive fresh, new goods.

***Our Prices are the Lowest
Our Service is the Best***

We have grown to our present position in the Cycle Business by fair dealing and an honest desire to serve our customers; by having in stock exactly what you want and shipping it to you when you want it. That is our idea of Chicycos Service.

No Goods Sold at Retail

CHICAGO CYCLE SUPPLY COMPANY

Largest Wholesale Distributors of

Bicycle and Motorcycle Supplies

5 and 7 West Austin Avenue (At N. State St.), Chicago, U. S. A.

Is This What You Want?

Big Discount—Low Price—
Ready Demand

Briggs & Stratton Offers Them

LIST PRICES

Motor Wheel	\$ 75
Flyer Complete	\$125
Buckboard only	\$ 50



Priced down to a point removing the last notch of sales resistance! **Then**

discounted for your benefit by, we believe, the biggest profit margin known to the trade!

Proved values, certain demand. The thousands in use every day prove the practicability of the Briggs & Stratton motor products and their right to a high place in the automotive field.

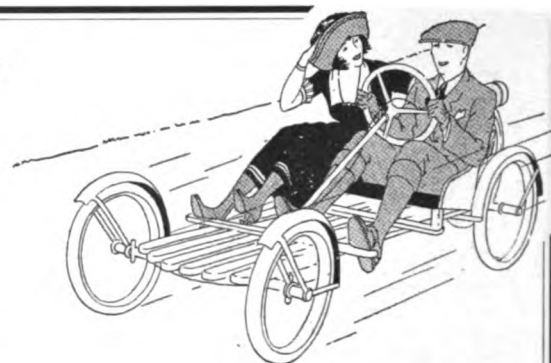
Get in line for the demand. Take advantage of the easy selling and extraordinary profit margin which we believe exceeds anything ever before offered on legitimate cycle products.

Write or wire for these dealer prices; today is none too soon to begin picking up these ready profits.

BRIGGS & STRATTON CO.

Motor Wheel Division

Milwaukee, Wis.



SOLAR LAMPS

"Show the Way"

Solar Lamps are used by more bicycle riders than any other make.

The popularity of acetylene gas bicycle lamps has increased year by year and Solar Lamps lead.

Prices back to pre-war basis.

MADE AND SOLD BY

C. M. HALL LAMP COMPANY

KENOSHA, WIS.

Back to Pre-War Prices

THE biggest profits on tire fluids are made from the steady, year-in, year-out sale of the old standby,—the favorite of thousands of bicycle dealers and repairmen

NEVERLEAK Tire Fluid

Get in your season's requirements. Prices will never be any lower—they are back to pre-war levels. Remember, Neverleak is the advertised tire fluid which your customers prefer to use.



**BUFFALO
SPECIALTY COMPANY**
BUFFALO, N. Y.
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FREE—Valuable Premiums.
Have you the latest
Neverleak Premium
Book? If not write for it on your
letterhead.

CORBIN-BROWN SPEEDOMETER *for MOTORCYCLES*



*“—and the Maximum Speed
Hand Reposed Serenely at
NINETY-EIGHT MILES AN HOUR!”*

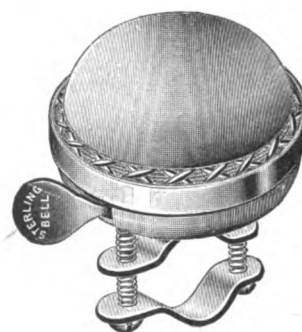
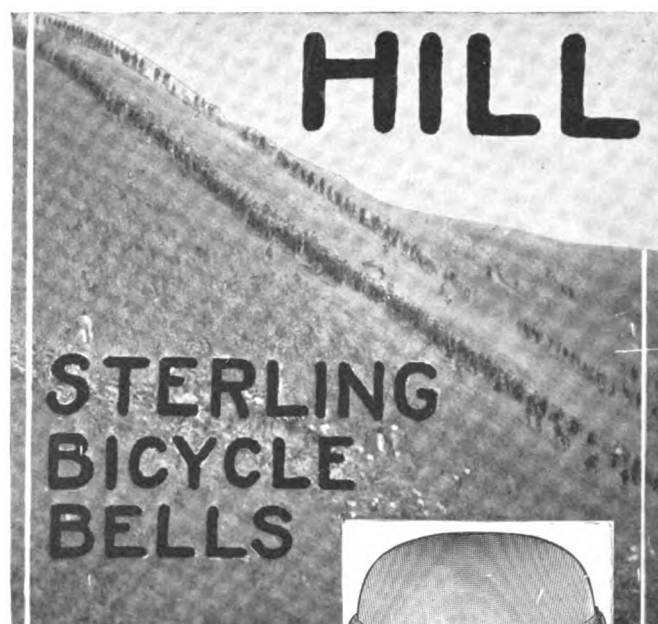
This is from the report of the record hung up by Paul Anderson and his Henderson on the Roosevelt Road on February 3.

Naturally, his speedometer was a Corbin-Brown with *Maximum Speed Hand*, an *exclusive* feature of this instrument—the equipment of three out of every four motorcycles.

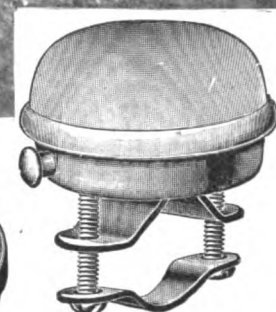
Write for profit particulars.

CORBIN SCREW CORPORATION
American Hardware Corporation, Successor
218 High Street, New Britain, Conn.

Branches: New York Chicago Philadelphia



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No. 207



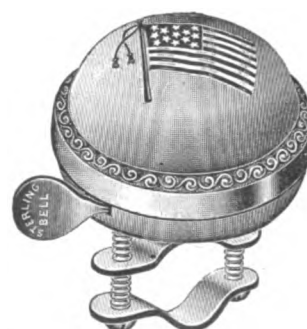
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BELLS OF QUALITY ALWAYS IN DEMAND

Riders want a dependable bell—of good metal, durable, with interchangeable parts and they want it at a reasonable price.

Sterling Bicycle Bells offer dealers just such a combination at a price which allows a neat profit.

Send for prices and catalog.



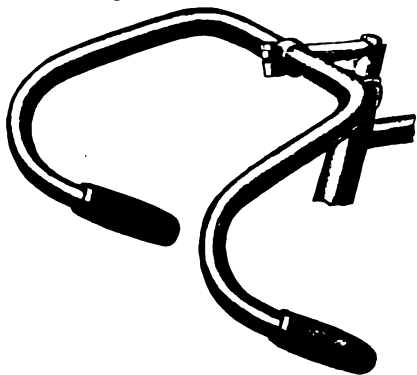
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No. 211

THE N. N. HILL BRASS CO.
EAST HAMPTON CONNECTICUT

Kelly Reversible Bars



**BELGIAN
RACING
BARS
B156½**

**STANDARD
BAR OF THE
WORLD FOR
THOSE WHO
WANT THE
BEST**

*Catalog of all Kelly
Bars free on request.*

Kelly Handle Bars have maintained their reputation as the standard of the world by consistent adherence to the policy of producing the highest quality product. The finest workmanship and the best material the market affords go into Kelly Bars. All Kelly Bars and Stems are triple nickel plated on copper.

KELLY HANDLE BAR DEPT.

AMERICAN STOVE COMPANY

5017 PERKINS AVENUE

CLEVELAND, OHIO, U. S. A.

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Pin a Check, Money or Express Order for \$2.00—Foreign \$3.00—to this advertisement, fill out the blank below, cut out and mail both to us for one year's subscription (new or renewal) \$5 for 3 years.

Motorcycle and Bicycle . Illustrated

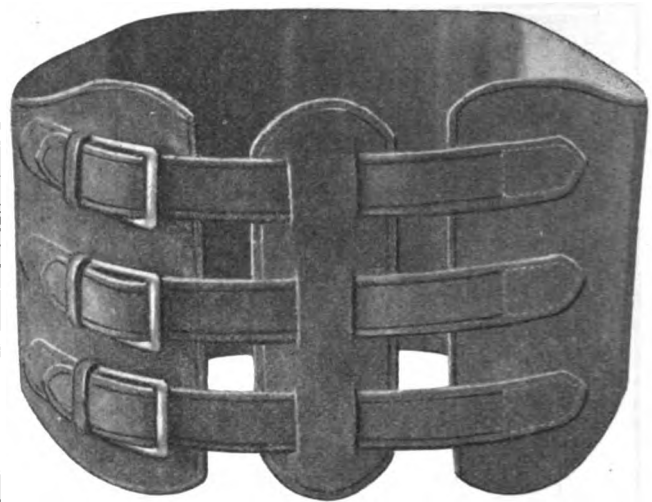
Name

Address

City State.....

Are you a Rider?.....Are you a Dealer?.....

**Motorcycle and Bicycle Illustrated
920 Broadway, New York**



COMFO MOTORCYCLE RIDING BELT

PATENT PENDING

Why worry about your Saddle or Springs. Ride 'em cowboy fashion with the greatest of comfort.

You wear Goggles to protect your eyes, Gloves to protect your hands. What do you wear to protect your body from shocks which you are now subject to without the Comfo Riding Belt?

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The belt that has more than money value.

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**Harlem Central
Motorcycle Co.**

**1815 Park Avenue
New York**

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AMMECUP

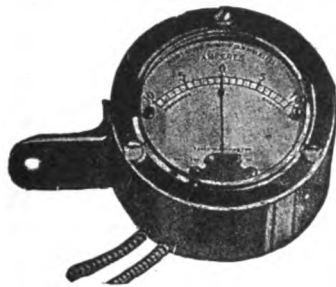
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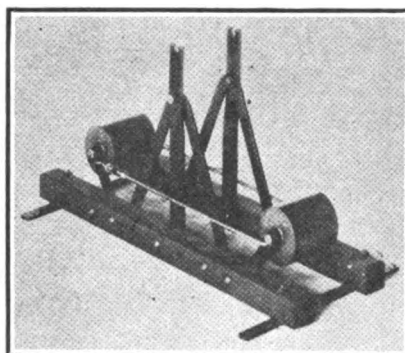
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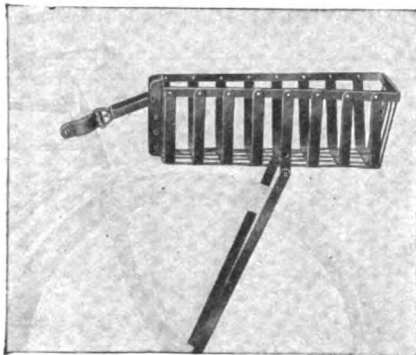
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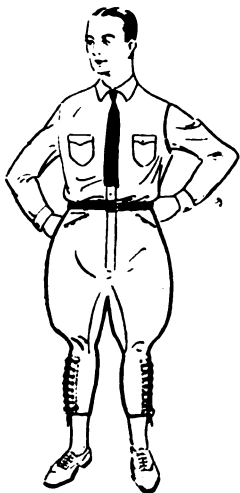


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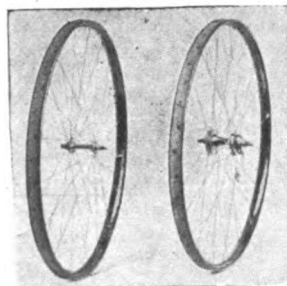
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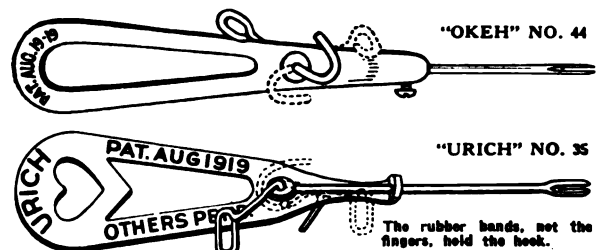
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THE BEST EVER OFFERED TO THE TRADE
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SEND FOR FREE SAMPLES AND CONVINCE YOURSELF.
MANUFACTURED BY

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Delta Electric Bicycle Lamps are selling like fury—

They throw the strongest ray, give longer service, are better made and priced to sell for less with bigger profits.

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Standard Makers of Electric Hand
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**INDIAN SCOUT
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Special models for these
machines as well as for the
big ones of course.

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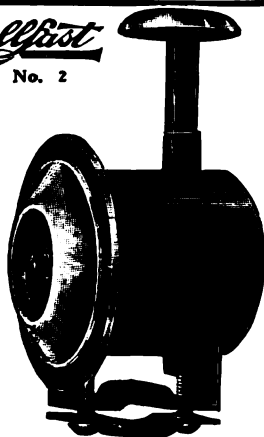
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No. 2

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A minimum profit added to our costs represents our selling price to you. That profit pays for our service, the large stock that we carry, etc., etc.

The oldest established cycle jobbing house in this section respectfully invites your business.

Mail orders promptly filled.

*Send for our catalog—
just off the press*

The Sidney B. Roby Co.
Rochester New York



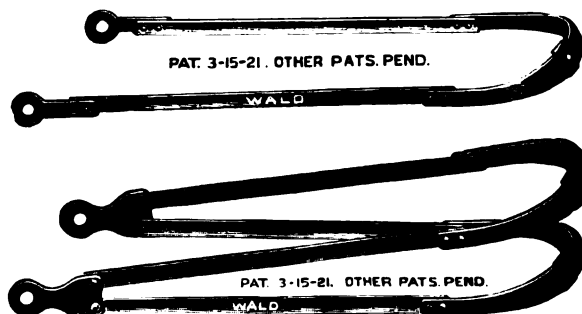
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and Coaster
Brakes in
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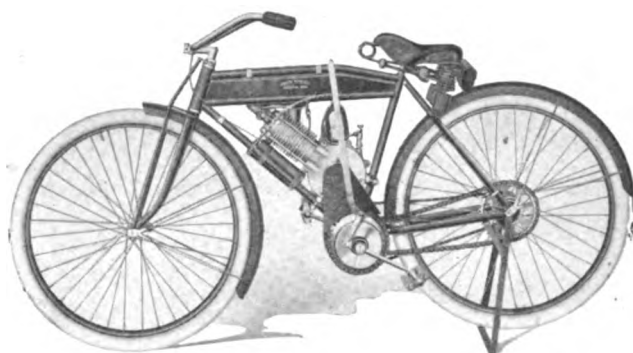
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The light weight machine with the heavy weight performance

**2½ Horsepower. Any Speed from four to forty miles per hour.
Four-cycle motor, standard of all high class motorcycle construction.
Chain drive, free engine clutch, float feed carburetor.
A Man's machine—built for service.**

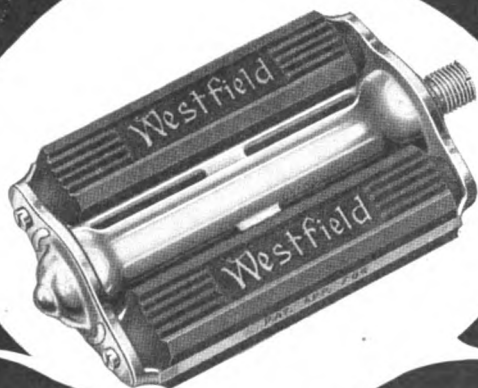
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Dept. MB-22

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- 9—THOUSANDS OF PAIRS ARE BEING sold daily. To profit THIS Spring ORDER NOW. Your trial order will convince you.

WESTFIELD MFG. CO.

Dept. 11

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A decided difference in bell quality is noted when a comparison is made between STARR Bells and the other kinds.

STARR QUALITY is paramount.

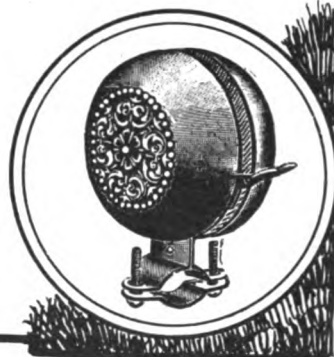
In tone, in finish and in dependability they surpass them all.

We are interested in the requirements of Manufacturer, Jobber, Dealer and Rider—may we send full details?

Write to us for today's prices and for full line. It will pay you

STARR BROS. BELL CO.

Easthampton, Conn., U. S. A.



JOBBER'S KEYSTONE SERVICE

DISTRIBUTORS

"ROAMER" — BICYCLES — "GOLD MEDAL"

WE have been in the bicycle business for 25 years. A complete stock means service; a low overhead means low prices on every item we carry. If you appreciate prompt shipments, low prices, courteous treatment we would be glad to hear from you.

MAY WE QUOTE PRICES

**KEYSTONE CYCLE
& SUPPLY CO., INC.**
119 N. 4TH. ST. — PHILADELPHIA — PA
C. A. VAN DOREN, PRES

**25
YEARS
IN THE
CYCLE
BUSINESS**

**5%
10th
PROX.**

For assurance of prompt attention to your wants, mention **Motorcycle** and **Bicycle Illustrated**

ROYAL TIRE FLUID

FOR
BICYCLES

A right, royal preventive against and cure for punctured tires. Nearly 4 years' use has proven its marked superiority over all other makes.

No Valve
Corrosion
with

**ROYAL
TIRE
FLUID**

Heals Small
Punctures Auto-
matically

Injected into the Valve
Easier Than Any Tire
Fluid Made.



To
**JOBBERs and
DEALERs**

Is Offered the Best Preven-
tive and the Best Cure at
Tremendously Increased
Margin of Profit.

The Best PREVENTIVE
The stringy, fibrous ingre-
dient constitutes its superior-
ity over all others on the
market today.

The Best CURE
Positively unfailing as a cure
for punctured tires not al-
ready filled with ROYAL
TIRE FLUID.

Order from your
Jobber—or your
Dealer—or direct
(mention Jobber's
or Dealer's name)
from

Royal Supply Mfg. Co.

265 BRIDGE STREET, BROOKLYN, NEW YORK

Manufacturers of Shellacs, Cements, Polishing and Lubricating Oils for
Motorcycles and Bicycles. Full information upon request.

Why Push It Back

when you can make your engine do it?

All 3 speed Harley-Davidson motorcycles can be equipped with the BARLOUGH REVERSE GEAR for \$25—a wonderful device at a low price—a refinement that takes only half an hour to install, is completely enclosed in the transmission and is fool-proof.

PRICE \$25.00 **DISCOUNT TO
DEALERS**

Dealers—We have an interesting proposition for you. Write and ask for the complete details.

S. L. BARLOUGH MOTORCYCLE CO.
SAGINAW, MICH.

BARLOUGH REVERSE GEARS

For assurance of prompt attention to your wants, mention *Motorcycle and Bicycle Illustrated*

COLONIAL JOBBER

35
MURRAY
STREET
—
NEW YORK



To Colonial Dealers *Spring (1922) Business*

THIS Spring, business will go to the dealer who will go out and get it.

IF your customers—those you have and those you ought to have—don't spend money for bicycle goods, they'll spend it on some other form of sporting goods.

LET us help you with practical suggestions how to get business this Spring. We are on our toes, waiting for your business, alert to serve you at a moment's notice.

TRY us to see if that's so or not.

AND above all SERVICE we will sell you

**Clean Merchandise
Sold Cleanly
At the Lowest Price
Obtainable with a fair profit to us.**

*Write for our salesman or catalog.
We are waiting for your call.*

Colonial Cycle Supply Company
35 Murray Street, New York
**IMPORTANT P. S.—We Carry a Full Line of Radio
Supplies. What Do You Need?**



No. 6 TORRINGTON PEDAL
PATENT APPLIED FOR.

No. 6
Torrington
Pedal

Replaces the No. 4

It Has a Wonderful Feature—

RUBBER rods are riveted to the outside brace so by removing the rod nuts on the inside brace, the pedal becomes two component parts. This feature added to the use of the 3-16 inch balls in a container eliminates all possible loss of loose parts when the pedal is for any reason disassembled.

The easy rubber replacement, so popular in earlier models, is incorporated.

Our Torrington imprint on the rubber identifies the quality.

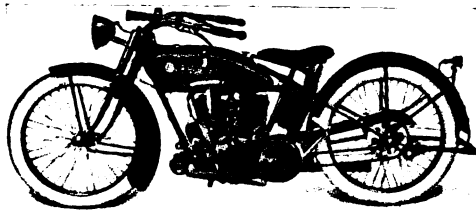
The Torrington line is a good line to stock up with.

THE TORRINGTON CO., STANDARD PLANT
TORRINGTON, CONN., U. S. A.

W. H. BUCHANAN CO., Inc.
JOBBERS and DISTRIBUTORS

FOR

New Jersey



The World's Master Motorcycle

We want some real live agents. We have a proposition that will build up your business and keep your customers satisfied. Write at once.

Reading
Standard Motorcycle
Emblem Bicycles
National Sidecars

Henderson Motorcycles

Cleveland Motorcycles
Newark



Bicycle Dealers

Here is the finest bicycle proposition on the market. Let us show you how to increase your bicycle business 50%.

*As Jobbers we carry the largest jobbing stock of
Bicycles and Motorcycles in the State of New Jersey*

W. H. Buchanan Co., Inc.

Phone: Market 1330

488 BROAD STREET

NEWARK, N. J.

For assurance of prompt attention to your wants, mention *Motorcycle and Bicycle Illustrated*



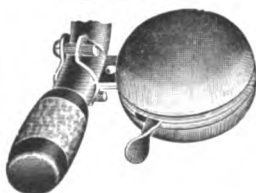
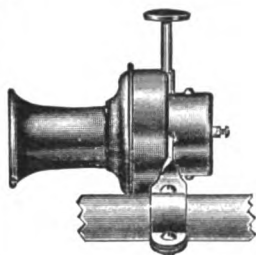
BELLS

WE have been making nothing but bells since away back in 1832—bells of all kinds for every purpose whether locomotive, church or bicycle.

We know, naturally, every phase of the bell-making art and the cycling dealer who really wants to stock quality bells can get them from his jobber by simply specifying BEVIN.

We have interesting quotations for Bells for immediate delivery.

BEVIN BROS.
EAST
HAMPTON
CONN.



HUB CYCLE CO.

HUB SERVICE means simply this—

Assurance that the goods you order from us will come

exactly when you want them,
exactly how you want them,
exactly under the terms you want them.

We are ready to quote dealers anywhere in the United States and we have the most complete line of Cycle Specialties ever collected under one roof.

Our co-operation with you will mean greater business.

Why not get in touch with us?

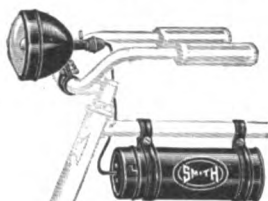
New Catalog Now Ready, Will Be Sent at Your Request

HUB CYCLE COMPANY
19-37 Portland Street Boston, Mass.

HUB- SERVICE

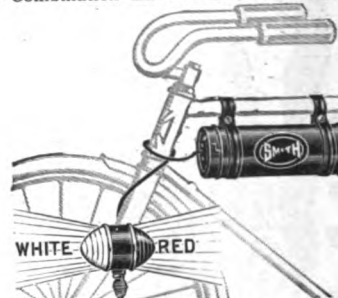
For assurance of prompt attention to your wants, mention *Motorcycle and Bicycle Illustrated*

No. 30
Electric Bicycle Head Lamp



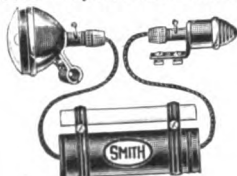
Separate solid brass silver-plated inner reflector, convex lens. List, one cell outfit, \$2.25. List, two cell outfit, \$2.50.

No. 35
Combination Electric Bicycle Lamp



2 1/2" etched dome lenses. List, one cell outfit, \$2.25. List, two cell outfit, \$2.50.

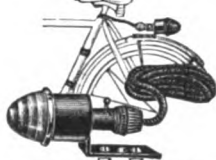
No. 3045
Electric Bicycle Head-Tail Outfit



The last word in complete bicycle lighting equipment. Comprised of No. 30 head lamp, and No. 45 tail lamp, each fitted with 1.5v Mazda bulbs, operating from 2 batteries end to end in two cell container. Special wiring furnished.

List, \$4.00

No. 45
Electric Bicycle Tail Lamp



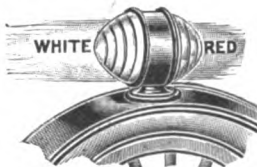
No. 45. A very practical bicycle tail lamp, covering all law requirements for red rear signal. Equipment—1.5v Mazda bulb, 1 1/2" ruby beehive semaphore lens, but no cable. Black japan finish. List No. 45, \$1.25. List No. 45A, \$1.50. No Connecting Wire With Connecting Wire

No. 62
Gas Motorcycle Tail Lamp



For use in connection with Prestolite tank. Angle type of gascock used does not necessitate bend in hose causing gas "shut off." Design of these tail lamps makes them adaptable for any make of mud guard. Black japan finish. List, \$2.00

No. 65
Electric Side Car Lamp



2 1/2" lenses, switch-on lamp, 6v bulb, black japan finish.

List, \$2.25

No. 67



This lamp is built along the same lines as our No. 65 but is fitted with smaller lenses of 1 1/2" diameter. Can be furnished in either black or nickel finish. No. 67N (Nickel finish), List, \$2.00. No. 67B (Black finish), List, \$1.80.

SMITH

The SMITH line of Motorcycle and Bicycle Lamps offers every dealer a product of proven value and an easy seller which gives real satisfaction to users.

SMITH lamps are found on the shelves of all progressive dealers in cycle accessories. They should be on yours.

Distributed through legitimate jobbers only. Ask your jobber next time for the fast-moving lamps with the good profits—the SMITH line. If he can't supply you, write us.

Have you seen our new catalog and reduced prices? Write for your copy to-day.

**F. A. SMITH
MFG. CO., Inc.**

Rochester
N. Y.

For assurance of prompt attention to your wants, mention **Motorcycle and Bicycle Illustrated**

J O B B E R S

**DEAL WITH
THE LARGEST JOBBER
IN UPPER NEW YORK STATE
IT WILL PAY YOU**

Big volume purchases we make assure you of the best quality you can buy for the money.

Our business always has been, and now is conducted on the policy, that is, in addition to merchandise, we will give our dealer-customers

The Best Price

The Quickest Delivery

The Best Service

The Fullest Stock to Order From

On that basis—of your honest dollar's-worth for your full dollar — we ask your business.

WE SELL WHOLESALE ONLY

Catalog or salesman sent at your request.

Also, may we have your mail order?

Perlman Cycle Co., Inc.

**61 STATE STREET
ROCHESTER, N. Y.**



For assurance of prompt attention to your wants, mention **Motorcycle and Bicycle Illustrated**

EXCELSIOR CORDOVAN PUTTEES

A Demand Based on Service



Style No. 100

Every day more cyclists are dressing in keeping with the needs of riding—and what is more appropriate for this purpose than snappy, good looking and durable leather puttees? The Excelsior Cordovan is just such a puttee. It is made in a number of models for both men and women and priced even below pre-war prices.

They are made exclusively from selected, genuine full-grain Cordovan Horse Butts by designers and workmen who devote their entire time and energy in producing perfect puttees.

Riders If your dealer doesn't sell Excelsior Puttees, we will supply him on a moment's notice.

Send Us Your Name

The Williams Manufacturing Co.

*The Largest Manufacturers of Full Grain Leather Puttees in the U. S.
Portsmouth, Ohio*

Excelsior Cordovan Puttees were formerly manufactured by the Excelsior Shoe Company of Portsmouth, Ohio. This business has been taken over by us.

Men's Brown Cordovan Unlined Strap Puttee. Sizes 14 to 17, including one-half sizes. Same in Black, Style No. 125.

Style No. 150, same as above in Spring Puttee.



Write now for Catalog
and price list

For assurance of prompt attention to your wants, mention **Motorcycle and Bicycle Illustrated**

SCHRADER PRODUCTS

SCHRADER Products are vital essentials in the cycle dealer's stock. For years they have been the standard in their respective lines.

They are essential to the long life of pneumatic tires and they are as perfectly developed as masters in their fabrication can make them.

When you think of Valve Insides, Pressure Gauges, Valve Caps, Dust Caps and Valve Repair Tools, remember the name SCHRADER.

It is your guide to complete satisfaction.

A. SCHRADER'S SON, INC.
BROOKLYN, N. Y.

RIDERS—your tires will last their full distance if they are frequently tested for pressure with a SCHRADER UNIVERSAL TIRE PRESSURE GAUGE. It will tell you exactly what the pressure is. Guess work has been the ruination of millions of tires.

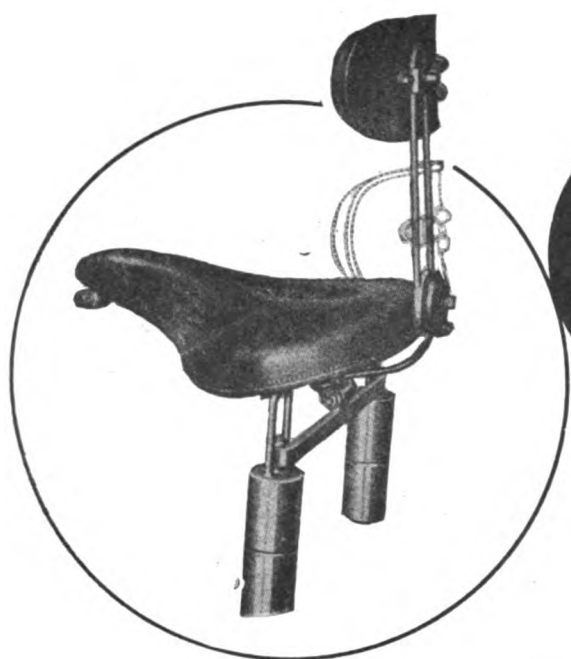
Keep a box of extra SCHRADER VALVE CAPS in your tool kit. They are easy to lose and should be replaced at once.

Also have a spare box of SCHRADER UNIVERSAL VALVE INSIDES handy—You may be a long way from home when you discover that you need one.

CHICAGO TORONTO
LONDON



For assurance of prompt attention to your wants, mention **Motorcycle and Bicycle Illustrated**



Comfort!

FACTS

Mesinger Air Cushion saddles have gained in popularity during nine years in use on motorcycles, and the largest manufacturers are disregarding the price for standard equipment, because they are safe for comfort and durability.

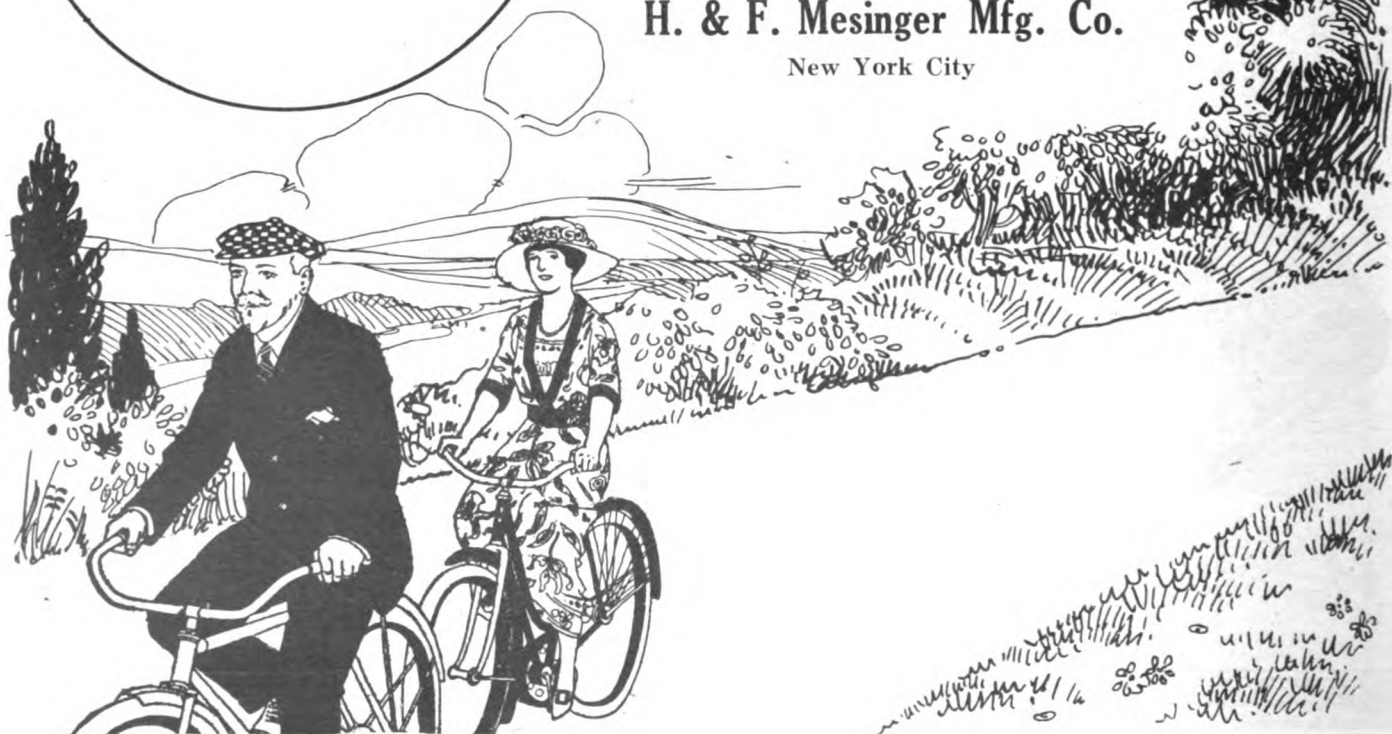
Fig. 1 illustrates the Mesinger Air Cushion Saddle with adjustable Back Rest which has been approved by America's largest motorcycle manufacturer. Price is not the controlling factor with those who are desirous of getting the greatest amount of comfort in riding a motorcycle. Have you stocked this specialty yet?



Fig. 2 illustrates the Mesinger Bicycle saddle, which has the same center compression spring action as the Air Cushion Motorcycle Saddle, and all center compression springs are guaranteed for life not to break. You are always safe on Mesinger Center Compression Spring Saddles.

H. & F. Mesinger Mfg. Co.

New York City



For assurance of prompt attention to your wants, mention **Motorcycle and Bicycle Illustrated**

TO EASTERN DEALERS

ANNOUNCING

OUR ENFORCED GROWTH INTO OUR

LARGER STORE

57 Warren Street
New York City

Mr. Bicycle Dealer:

Dear Friend:

Thank you for your many past favors to us.

It is entirely due to your patronage that we have been compelled to seek larger quarters where we will be in a better position to take care of your worthy orders. It is your "good will" which is our best asset, and you may rest assured we treasure it highly. We have, as salesmen, called on you for other concerns, and it is very gratifying to us that since we have been in business as active jobbers we have maintained your patronage.

We have conducted our business as a strictly wholesale house, and intend to keep it wholesale in every sense of the word.

We assure you of our best efforts in the future and earnestly solicit your present orders by mail for your present needs.

Cordially and sincerely yours,

P. S. Our new catalog (and trade prices) are just off the press and will be mailed immediately if you write for them.

GOTTLIEB & BARNETT

JOBBERS

57 WARREN STREET

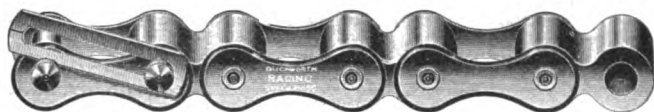
NEW YORK CITY

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DUCKWORTH

CHAINS

The Invisible Value

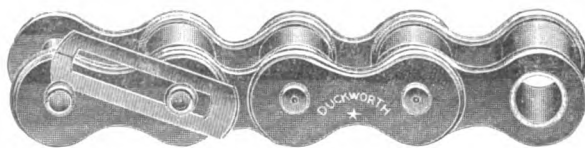
YOUR eye alone is not your guide. In appearance Duckworth Chains do not differ greatly from others of inferior quality. The wise rider specifies "Duckworth's" because he has learned of their **INVISIBLE VALUES**; learned from his own experience of countless miles free from chain troubles; from reports which tell of exceptional performance in race or hill-climb, and from the critical judgment of the leading motorcycle manufacturers who have unanimously selected Duckworth Chains as standard equipment.

Duckworth Chain & Mfg. Co.

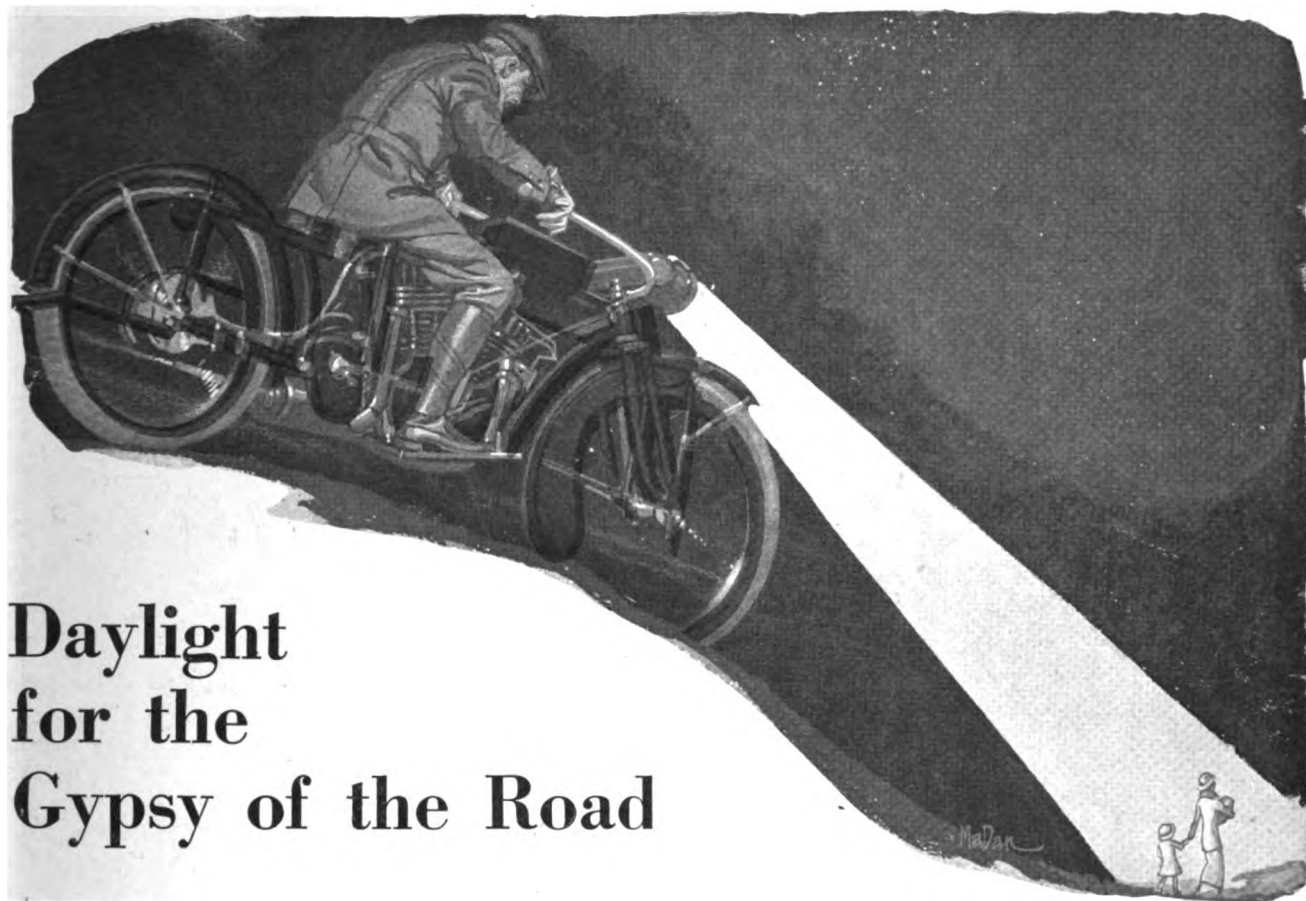
Established 1871

Springfield, Mass.

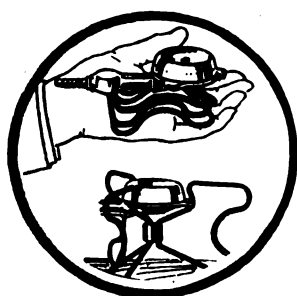
"Largest Manufacturers of Motorcycle Chains in the World"



For assurance of prompt attention to your wants, mention **Motorcycle and Bicycle Illustrated**



Daylight for the Gypsy of the Road



A mere handful of stove for your week-end meals. Weighs only 14½ oz.; folds to pocket size. Pot of boiling coffee in 4 minutes; a crisp, fat bass in 5. Ask your P-O-L dealer or write us.



Half the fun of motorcycling is to take the roads on the wing, as you find them: country lanes, by-ways—anywhere. That's why

most motorcycles eventually carry

Prest-O-Lite Gas

even when not originally so equipped

They stand the gaff of rough, rutty roads as no other system can. Nothing to break, wear out or work loose; can't be bumped out of commission.

There's no use riding a machine that's sure-footed as a goat if you have to be a *blind* goat after sundown. Prest-O-Lite Gas floods the road a good 200 feet ahead with non-dazzling, mellow light that never "peters out"—a brilliant, never-failing light that is legal everywhere, time-tried and road-tested.

Prest-O-Lite Gas Equipment Outlives the Motorcycle

After 80 hours or so of perfect lighting service, simply exchange your empty tank for a full one at the first wayside garage; pay for the gas only. There are more than 22,000 stores and garages who are Prest-O-Lite Gas Service Stations—the oldest and largest service to motorists in America.

THE PREST-O-LITE CO., Inc.

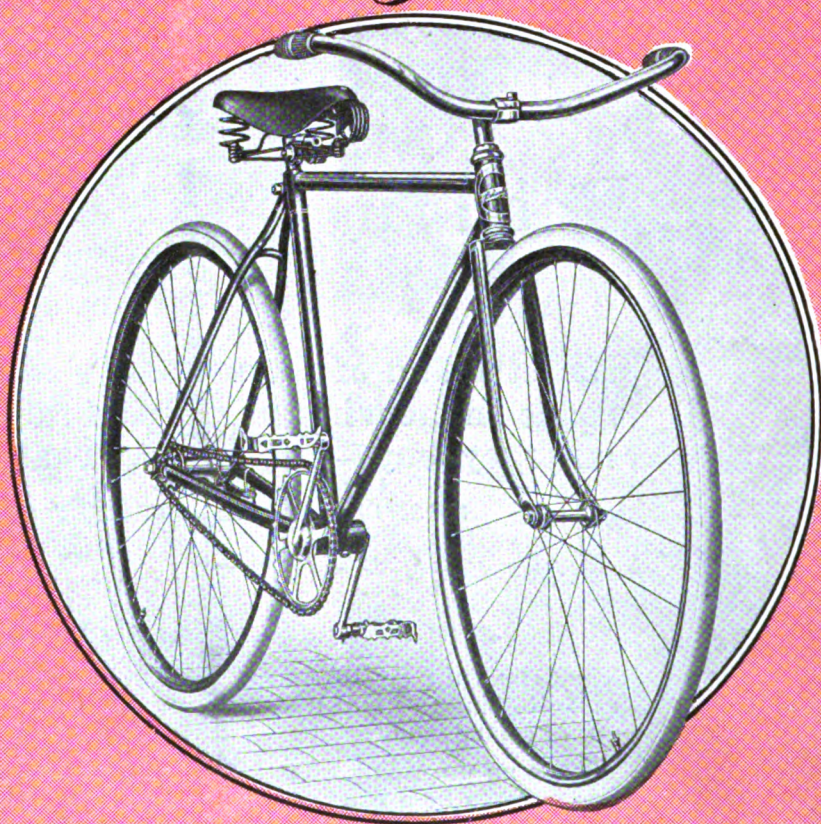
Small Tank Sales Dept.

*General Offices: Carbide & Carbon Building, 30 East 42nd Street, New York
599 Eighth Street, San Francisco*

In Canada: Prest-O-Lite Company of Canada, Ltd., Toronto

Columbia

Superb Light Roadster



JUST as all Columbia creations are offered only after careful study of the demands of the rider and a thorough analysis of market requirements, this latest achievement—the Superb Light Roadster—has been added to the 1922 Columbia line in response to an ever increasing demand for a semi-racing type of bicycle incorporating all the inimitable qualities of Columbia construction, yet much lighter in weight than the ordinary road machine.

The Westfield proposition carries with it something more than hand-shakes and well wishes, it offers you concrete sales helps and a positive assurance of profitable turnover.

A Westfield representative will gladly tell you about the 1922 Co-operative Selling Plan.

WESTFIELD MANUFACTURING COMPANY

Department 37

Westfield, Mass.

APR 29 1922

Motorcycle & Bicycle ILLUSTRATED

American Motorcycle & Bicycle Magazine



NEAR CHIN LEE, ARIZONA, WHERE NOTHING ON FOUR WHEELS CAN NAVIGATE

FIFTEEN CENTS

NEW YORK

APRIL 27, 1922

Digitized by Google

Harley-Davidson Increases National Advertising



Harley-Davidson dealers everywhere are noticing the decided business producing effect of the factory's extensive national advertising activities. So great has been the sales response to this advertising that now Popular Science Monthly and Illustrated World with circulations of 241,541 and 115,000 respectively, have been added to the long list of exceptional national motorcycle mediums that carry Harley-Davidson advertising regularly.

Consistently, twelve months of the year, Harley-Davidson action compelling ads appear in the following magazines. Is it any wonder Harley-Davidson dealers are enjoying volume business?

Popular Mechanics	452,142
American Legion	778,341
Popular Science	241,541
Illustrated World	115,000
Field and Stream	81,640
Outers' Recreation	59,425
Outdoor Life	46,759
Hunter-Trader-Trapper	86,000
Farm Journal	1,034,409
Successful Farming	816,547
California Cultivator	33,928
American City	9,247
Motor News	40,000

Total Circulation 3,794,967

The story of Harley-Davidson serviceability and desirability of ownership is effectively presented to more than three and three-quarter million subscribers continually. This constant hammering and pounding away results in orders. National advertising is but one of the many features of the Company's definite policy of helping Harley-Davidson dealers get business—big business.

Why not tie up with the leader of the industry—Harley-Davidson—and the organization that backs its dealers to the limit? Perhaps your territory is still available. Write or wire immediately. It will be the forerunner of large, profitable business.

Inquiries Increase Steadily

Requests for information and data on Harley-Davidsons as the result of national advertising are pouring into the factory with every mail. Each inquiry is referred to the dealer in that territory. 12% more requests were received during March than in February and there is an increase of 46% since the opening of the 1922 season over last season.

HARLEY-DAVIDSON MOTOR CO., MILWAUKEE, WIS.

Largest Producer of Motorcycles and Sidecars in the World

Motorcycle & Bicycle ILLUSTRATED

Vol. 18

April 27, 1922

No. 17

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PUBLISHED EVERY THURSDAY BY
THE CYCLING PRESS, INC.
912-920 Broadway, New York

Telephone—Stuyvesant 6666

Member of the Associated Business Papers, Inc.
Member of Audit Bureau of Circulations.

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W. C. SHAUGHNESSY, Vice-President
W. H. PARSONS, Vice-President
DAVID MEYERS, Treasurer
GEO. C. WILLIAMS, Advertising Manager
W. H. PARSONS, Managing Editor
WALTER A. BARDGETT, Editor

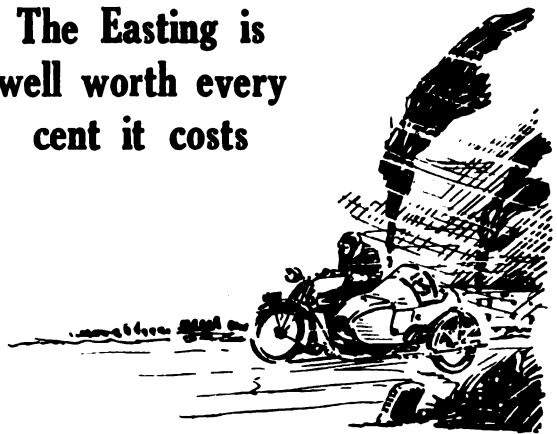
Branch Offices—William C. Shaughnessy, Western Manager,
First National Bank Bldg., Chicago, Ill. W. A. Douglass,
Pacific Coast Manager, 320 Market St., San Francisco, Cal.

Subscription, per Annum (Postage Paid).....\$2.00
Foreign and Canadian Subscriptions.....\$3.00

Cable Address: Mobicycle, New York

Entered as second-class matter March 27, 1921, at the
post-office at New York, under Act of March 3, 1879.

The Easting is
well worth every
cent it costs



It would not be praised so enthusiastically by all of the best riders in the country if it did not give the results. All of this praise came to us **WITHOUT SOLICITATION**. Read what they have to say:

"F. R. P." says:

"The other night we took the sidehack to the theatre in a pouring rain. Friend wife arrived dry. The Easting was tipped clear up and the rain seems to be picked up by the wind and spilled behind the sidecar."

"Eee Bee" answers "F. R. P.":

"You like the Easting in the winter. You'll like it in the summer as well. Friend wife sat behind one for two summers now and is not reluctant in her praise of the Easting as a means of permitting the wearing of better clothes."

"Flexicus" says:

"The Easting not only protects the passenger from rain, dust and road dirt, but the biting winds of winter riding as well."

John Edwin Hogg also bought an Easting. Mrs. Hogg says:

"When I say the Easting Windscreen is the finishing touch to sidecar comfort and luxury, I mean—just that! The price is as nothing compared with the comfort it gives."

"She won't be happy until she gets one"

Price \$16.00

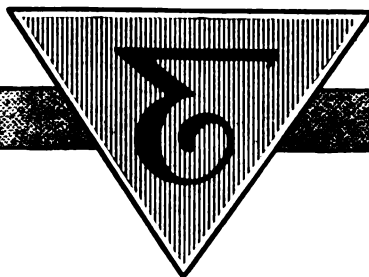
GOULDING SIDECARS ~ EASTING WINDSCREENS
F-N TANDEMS
RUBBERALL CYCLE SUITS ~ MERCURY WHEEL DISCS
NATIONAL SPOKES & NIPPLES
PARTS FOR ROGERS & NATIONAL SIDECARS

SHILLAN, BECK & COMPANY, INC.

68 EAST 151ST STREET
NEW YORK, N.Y.

90 CANNON ST.
LONDON, ENG.

1220 SO. WABASH AVE.
CHICAGO, ILL.



Thirty Thousand Evans Power-Cycles Every Year Is Our Goal

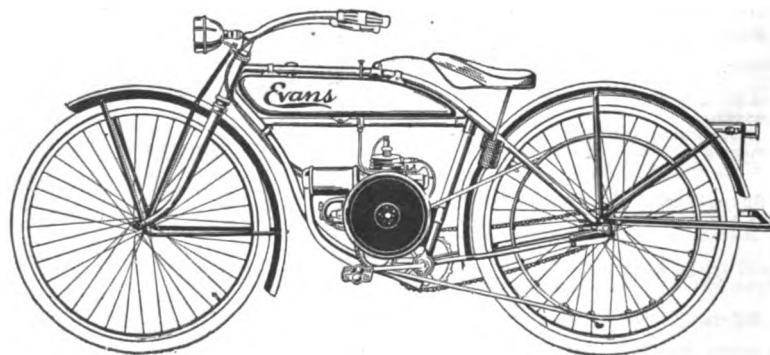
SEVEN years of intensive development have perfected a standardized model which is now ready for big production.

To make this tremendous expansion of manufacturing and sales activities possible, the Cyclemotor Corporation has been reorganized, ample capital interested and factory capacity capable of turning out 30,000 machines a year arranged for.

Get in on the ground floor Mr. Dealer

Cinch the Evans Agency in your town before
it is too late.

CYCLEMOTOR CORPORATION
ROCHESTER, N. Y.



For assurance of prompt attention to your wants, mention *Motorcycle and Bicycle Illustrated*



Motorcycle & Bicycle ILLUSTRATED



VOLUME 18

New York, April 27, 1922

NUMBER 17

30,000 a Year, Cyclemotor Goal

Reorganization Brings Ample Financial Backing—Big New Factory and Great Expansion of Production and Sales Program Planned

Little Journey No. 5

By W. H. Parsons

THIRTY THOUSAND Evans Power Cycles a year will be the capacity of the Cyclemotor Corp. of Rochester, N. Y., when the new plant which the company proposes to acquire within the next few weeks is fully organized. This is just six times the capacity of the present cramped quarters of the factory now occupying a remodeled dwelling and a number of additions which have been built on to it since the company took possession during the building shortage of war times.

When a factory talks of doubling its capacity it is considered pretty big expansion but the Cyclemotor Corp. has a vision way beyond that. Six years of development and research work stand back of the present Evans Power Cycle. It is now standardized for big production and the time has arrived for the fulfillment of the vision which has always been before the eyes of the men who conceived the idea of a practical and powerful but simple motor that would place power transportation within the reach of every bicycle owner. It is a far greater fulfillment than the original idea which has grown from the first Cyclemotor attachment to the production of the complete Evans Power Cycle unit.

This was the big news that burst upon us when "F. M." and I climbed the narrow stairs in the present "dwelling" of the Cyclemotor Corp., and asked Sales Manager Gus Rice "What's doing?"

It took our breaths away. We just sat and stared until we got our second wind and then we began to fire questions. Boiled down so you won't have to read through a lot of words to learn what it

is all about, this is the story "Gus" told us:

The Cyclemotor Corporation has completed a financial operation which brings to it a large amount of additional capital which will be utilized for the acquisition of better and larger plant facilities and to put into effect an intensified manufacturing production of a standardized model and for the development of greater domestic and foreign sales.

For some time it has been freely admitted that the present factory was far from being adequate to properly care for the increasing development of the Evans' Power Cycle business, and yet handicapped as they have been for factory facilities a surprising production has always been maintained through the vigorous efforts of its factory personnel. This personnel is to remain in charge of future development.

THE announcement of the plans of the Cyclemotor Corp., which include the acquiring of a much larger factory, and the expansion of its production and sales campaigns to a capacity of 30,000 machines a year, is one of the biggest and most welcome pieces of news Motorcycle and Bicycle Illustrated has ever had the pleasure of publishing.

We are sure that everyone in the industry will join with us in offering congratulations and best wishes for the complete fulfillment of the broad vision of the men who have for the past six years worked so hard to make their dream of a light, powerful and efficient two wheeled power vehicle for the masses come true.

"But now," said Rice, "the old cramped facilities are to give way to a new program. We don't even have to wait to build a new factory for never has there been a more advantageous time to secure new and desirable manufacturing plants, not now needed for their original purpose, and one of several under consideration at this time will be chosen within the next few weeks."

When it is taken into consideration that the old plant has a maximum capacity of 5,000 machines annually and as the proposed new plant will have an annual capacity in excess of 30,000 machines, some idea may be gained of the far reaching production and sales campaign which the new company is contemplating in the future.

The new corporation, which succeeds the former Cyclemotor Corporation, which was organized in 1915 under the laws of New York, has been incorporated under the laws of Maryland with a capitalization of 150,000 shares of participating preferred stock of no par value and 150,000 shares of common stock of no par value. Of this stock, the entire 150,000 shares of preferred has been underwritten by investment bankers of New York City.

The preferred stock is preferred as to dividends of \$1.50 per share per annum. In addition, the preferred shares participate equally with the common shares in all dividends, thus the preferred shares will always have a dividend rate of \$1.50 in excess of the common shares. Both preferred and common have equal voting power. Fifty thousand shares of the preferred stock will soon be offered for public subscription by the underwriters,



DOUGLAS G. ANDERSON, Director, Assistant to the President, and General Manager of the Cyclemotor Corporation, was born and raised a Canadian, spending most of his boyhood life in Toronto and vicinity, during which time he made many trips into northern Canada with his father, who was interested in mining, fur trading and lumbering. It was this hardy, outdoor-life experience in his earlier years that molded Mr.

Anderson's general characteristics, which are so particularly appreciated by his close associates, who are always quick to pronounce his absolute square dealings, keen judgment, accompanied by a strong determination to stick to fundamental policies.

By associating in early life with older men he profited by their experience, so that today, at the age of 35, he is the General Manager of the Cyclemotor institution.

Mr. Anderson is a Mason a member of the Rochester Chamber of Commerce, Old Colony Club, local golf clubs and Rochester Athletic Club, as well as one of the crack handball players of Rochester, which, with auction bridge, are his chief forms of diversion. Vigorous in both play and business.

"Andy," being a keen observer, has greatly profited by his many trips abroad, which makes him a most entertaining companion.

Mr. Anderson first became interested in the cycle industry as a cost accountant for the Canada Cycle & Motor Co., Toronto. While with this company he formed a close friendship with Mr. L. R. Evans, also of the Canada Cycle & Motor Co., one of the largest firms in Canada. It was Mr. Anderson's loyal support and encouragement that greatly assisted Mr. Evans in the development of the Cyclemotor and, later, the Evans Power Cycle.

In 1915 the Cyclemotor Corporation was organized in Rochester, N. Y., with Mr. Anderson as its General Manager.

act as attorneys for the corporation.

The active management of the company will remain as at present. The men in the conduct of the company's affairs have firmly established themselves in the cycle trade through their previous seven years conscientious purpose, and are particularly known for their consistent ability in the successful development of their ambition, which has been to furnish a method of motor transportation so economical, so simple, so safe, that every American, regardless of age or sex, can enjoy the benefit such transportation affords. They are:

D. G. Anderson, General Manager.
L. R. Evans, Factory Manager.
A. C. Rice, Sales Manager.
B. L. Madden, Engineer.
J. F. Merkel, Engineer.

Since the Cyclemotor engine and Evans power-cycle have been on the market, approximately 14,000 machines have been sold, without serious sales effort, in all parts of the world. Of these, about 6,000 have been sold in the United States and the balance in France, Holland, Scandinavia, Italy, India, Australia, Japan, China, Central and South America, Spain, Portugal, Africa, England, Canada, Cuba—in fact, every country in the world has learned to ride the Evans Cyclemotor.

In addition to the American factory, the company also has closed a contract with a large German manufacturing concern, allied with the American Steel Ex-

Messrs. Palmer, Hayes & Company, Inc., 149 Broadway, New York City.

The status of the new company is further emphasized by the character of the following Board of Directors, who will be recognized for their prominence in Rochester business and financial circles. They are:

George D. Morgan, Vice-President and Treasurer, General Railway Signal Company, Rochester, N. Y.

Wilmer W. Salmon, President, General Railway Signal Company, Rochester, N. Y.

P. R. McPhail, President, Merchants Bank, Rochester, N. Y.

DeWitt M. Richards, Vice-President, Lucas & Dake, Inc., Rochester, N. Y.

Thomas J. Swanton, President, National Bank of Commerce, Rochester, N. Y.

Frederick W. Zoller, President, Union Trust Company, Rochester, N. Y.

D. G. Anderson, General Manager, Cyclemotor Corporation, Rochester, N. Y.

L. R. Evans, Chief Engineer, Cyclemotor Corporation, Rochester, N. Y.

Charles B. Huntley, President, General Electric Co., Buffalo, N. Y.

John F. Braan, Secretary and Assistant Treasurer, General Railway Signal Co., Rochester, N. Y., who will act as Secretary-Treasurer of the Cyclemotor Corp.

Willis L. Matson, Harris, Beach, Harris & Matson, Rochester, N. Y., who will



MR. BURT L. MADDEN claims to have been advised that he was born in Wilkesbarre, Penn., in 1886. Kindly note that Mr. Madden spells his first name "B-U-R-T." There have been some "Smart Alecs" in the Patent Office at Washington, who have insisted that when Mr. Madden signs his name to patent papers that it should not be superseded by a catalogue number or

trade name, and that he should therefore sign such documents with his proper first name, which they invariably designate as being "ALBERT." Mr. Madden has therefore been obliged on many occasions to stoutly maintain that the correct spelling of his Christian name is plain "B-U-R-T." Burt Madden was graduated from Wilkesbarre High School in 1904 and entered Lehigh University in 1905 and in the following year, Cornell University. Upon completing his College Mechanical Engineering Course he went with the Kirkham Motors Corp. at Bath, N. Y., and was with that concern for three years, during which time they will be remembered as being one of the prominent producers of aeronautical, automobile and motorcycle engines. In 1912 Mr. Madden became associated with the Russell Motor Car Co., of Toronto, and it was there he met Messrs. Anderson and Evans, who persuaded him to join them in the development of the Cyclemotor and later the Evans Power Cycle. Mr. Madden is a keen student of mechanical practice, and when one stops to realize that the Cyclemotor which is the power-plant of the Evans Power Cycle is probably the smallest gasoline engine that has ever been successfully manufactured, commercially, there will be some appreciation of the study and ability required in designing proper tools for its production, which is only one of the many problems which come under Mr. Madden's supervision.

port Company and Automotive Products Corporation, for the manufacture of the Evans Power-Cycle in Germany and its sale in most of the central European countries.

That's the story we listened to as we sat in Rice's office and now we are passing the good news along to the entire industry, which we are sure will join with us in extending hearty congratulations to "Gus" and "Andy" and Evans and Joe Merkel and all the rest of them, for the entire industry is due to benefit by the impetus it will receive through this great expansion of one of its units.

We had taken an early evening train out of Syracuse the evening before for Rochester, and landed there in time for a late dinner at the Hotel Seneca. After dinner "F. M." said he'd be a sport and invited me to take in a movie with him. The first place we went had a "standing room only" sign out. As our stroll from the Syracuse depot to the Ner-A-Car factory and back hadn't made us feel like standing we went around the corner to another house where seats were more plentiful. We discovered why after watching a slap stick, custard pie throwing comedy which was followed by episode 13 of "Imogene, the Beautiful Cowgirl," or something like that. "Stung," said "F. M.," "let's go back to the hotel, have a smoke and go to bed." Next morning we went out to 149 Cady street to call on the Cyclemotor crowd.

Up on the second floor in the "guest room" we found Rice with a stack of mail on the table in front of him and flanked on either side by a couple of the 1922 electric equipped, grip controlled, featherweight Evans Power Cycles. I imagine he keeps them there as a sort of

L EIGH R. EVANS, Director, Vice-President and Factory Manager of the Cyclemotor Corporation, is a native of Easton, Pa. At the time he first saw the light of day it is said that he weighed 14 pounds, which, coupled with the fact that today, at the age of 37, he is 6 feet 2 inches in his stocking feet and weighs 200 pounds, is evidence of his vigorous physical attainments, which in early life marked him as a leader among his boyhood associates, with the result that up to the time he entered Pennsylvania State College, where he was promptly expelled for his ludicrous pranks, he was usually in ill-repute among his Easton elders. Being fired out of college for no lack of mental capacity made young Evans sore, and he resolved to show his sires that back of his big, good-natured prankish self was a serious side of life that could be successfully developed commercially. He entered the employ of the large Ingersoll Rand Drill Co. at Easton, Pa.; and having an extraordinary capacity for hard work, coupled with a good-natured personality, he soon became on intimate terms with the various foremen of the many departments, and was frequently permitted to shift from one department to another, obtaining broad, practical shop experience with a high-grade concern. In 1905 he entered Cornell, backed by the money he had saved, and during his vacations worked in several automobile factories. During his senior year he wrote a thesis on the air-cooled Franklin Motor, which not only attracted much favorable attention among the faculty, but promptly landed him a position with the H. H. Franklin Motor Car Co., of Syracuse, as experimental engineer. Following are his various connections up to the present time:

Experimental Engineer with H. H. Franklin Motor Car Co., Syracuse.
Assistant Engineer with E. R.



Thomas Motor Car Co., Buffalo (Thomas Flier).

Assistant Engineer with H. H. Franklin Motor Car Company, Syracuse (Franklin Air-Cooled).

Chief Engineer with Russell Motor Car Co., Toronto (Knight Engined Motor Cars); and Canada Cycle & Motor Co., Toronto (a subsidiary company).

While with the Russell company Mr. Evans formed a firm friendship with Mr. D. G. Anderson, to whom he confided his ambition to build a small practical gas engine that would propel a bicycle, which resulted in their resigning their respective positions and going with the John T. Wilson, Ltd., of Toronto, with whom they had made arrangements to produce the Cyclemotor.

A UGUSTUS COWLES RICE, Sales Manager for the Cyclemotor Corporation, was born at Elmira, N. Y., in 1886. Let's see! That makes "Gus" 36 years old. Wonder if these birth records at Elmira are all right! If heredity counts for anything he should have become a clergyman or professor, and had he shown any aptitude for either of these professions he might have taken advantage of most excellent tutorage as he was brought up under the portals of Elmira College, the oldest college for women in America, of which his grandfather was the founder and head for nearly fifty years. Regardless of this fact Gus couldn't very well study at a female institution, so, without being consulted in the matter, his grandfather made a deal with the president of Princeton, who had a daughter (older than Gus), who was to receive her education at Elmira College free of charge, in return for which young Rice was to have a similar privilege a few years later at Princeton. Well, the daughter of the Princeton president completed her part of the transaction in a notable manner, but a few years later when Gus was led up to the gates of Princeton to complete the contract he just balked

and wouldn't go in. Gus was "fed up" on so much talk and atmosphere pertaining to college educations at



home that when it came time to take his he knew he would be immune to the advantages of such further atmosphere. Thereupon, in 1906, he entered the employ of the Eclipse Machine Company at Elmira as timekeeper, advancing through the various departments of cost accounting, purchasing, advertising, sales, and, finally, in 1914, to the sales management. But the Eclipse Machine Company was an old established concern, and as Gus couldn't see just where the principal owners were going to be inclined to relinquish their lucrative positions very soon he hearkened to the reasoning of Mr. Anderson in 1917 to come in on the ground with the Cyclemotor Corporation.

Of course, as every one in the trade knows, Gus has a most compelling manner of convincing you that, within the near future, the international demand for the Evans will be commanding the energetic attention of the largest cycle factory in the industry. As Gus' brand of salesmanship is of the sincere, common-sense type, it is quite apparent that he has excellent reasons for his predictions, and it is a pretty safe bet that some interesting and far-reaching sales policies are to be unfurled to the dealer's advantage.



JOSEPH F. MERKEL, Experimental Engineer of the Cyclemotor Corporation—known familiarly as “Joe” Merkel to the motorcycle fraternity since the inception of the industry—was born in 1872 in Manistee, Mich., on Lake Michigan. “Joe’s” father being connected with the lumber industry in Michigan, Joe took, like a duck to water, to camp life as a small boy, and as early as the age of 14 he was called upon to take the position of engineer on a logging railroad. Joe says that was the proudest moment of his life, and that you couldn’t have knocked him off the engine cab with a pike pole. Becoming so interested in mechanics, he quit school at 15 years of age to take up general machine shop prac-

tice, which he followed for seven years. This practical mechanical experience, coupled with a natural mechanical bent, gave him a further realization for the desirability of greater technical training along mechanical lines, which prompted him to enter Michigan Agricultural College and take a mechanical course.

In 1897 Joe entered the employ of the E. P. Allis Co., at Milwaukee (now the Allis-Chalmers Co.) as a draftsman. Two years later he organized the Merkel Mfg. Co. to manufacture bicycle parts, and designed and built the first self-propelled vehicle in the state of Wisconsin in the form of a three-wheeled tricycle, closely followed by experimenting and designing the Merkel Motorcycle. Here’s the way he summarizes his career:

“1901—Started the marketing of the Flying Merkel Motorcycle.

“1906—Designed and built 150 30-h. p. automobiles.

“1914—Sold my interest in Flying Merkel Motorcycles. Spent some time in Europe.

“1915—Designed and built the first

“1916—Designed and patented the Merkel Motor Wheel, now being manufactured by the Hendee Mfg. Co.

“1918—Entered the employ of the Cyclemotor Corporation, Rochester, having charge of all the experimental designing. Have taken out several patents for the corporation.”

While Joe was born in 1872, his 50 years have been most kind to him, and he is by far the best golfer and bowler in the Cyclemotor organization, and at the annual company picnics always covers himself with distinction by winning all the foot races against many men thirty years his junior.

Joe is Secretary of the Genesee Golf Club, a prominent booster in the Knights of Columbus.

demonstration to visitors that the Cyclemotor product is something no family can do without, a convenient transport and a parlor ornament as well.

From his expression we judged there was good news, but we were not looking for anything quite so big when we asked him “what’s doing?”

When he had finished his story we suggested that he go ahead with his mail and let us get back our balance, for stories of such ambitious plans have not been so plentiful that we could listen to them without being excited.

“Not so bad,” he said, “for one morning’s mail,” and he showed us orders from eight dealers calling for the immediate shipment of from two to ten machines each. “No wonder we have got to have more room,” he remarked.” Then he turned them over to the shipping department and said: “Come on, and I’ll show you how they’re made.”

There isn’t an inch of waste space in that plant. The engineer who set up the machinery certainly must have lived in a New York apartment building at some time for he’s a wonder at getting two machines into a place that would seem crowded with one in the average factory.

One row of a dozen automatics were ranged along in a diagonal line so closely set that there was just room to walk between them but one man could watch the whole dozen.

Down here we found Joe Merkel, experimental engineer, who is constantly figuring on how to make an already good thing better. He took considerable pride in showing us a sort of super-test that is given every motor before it is put into the frame. Not being an engineer I can’t describe it in technical terms. The test is to determine if there are any leaks that would lessen compression, for a motor so small must be perfect to deliver the goods. A special apparatus is used to pump air into the cylinder under high pressure, the cylinder being immersed in oil at the time. If there is the tiniest leak no larger than a needle prick, it will show up and must be corrected or the motor is rejected.

After we had seen the various departments, we stopped in the drafting room up under the eaves where Joe makes his headquarters, talked over old times for a few minutes and looked over Merkel’s collection of scrap books and pictures. Before we knew it the noon whistles were

blowing and that reminded us that we had an early breakfast.

“F. M.” suggested that we all go out and “have something”—to eat. On the way down we found Factory Manager Leigh R. Evans just about to put on his coat and induced him to come with us. It is from Mr. Evans that the Evans Power Cycle takes its name. The Cyclemotor, its predecessor, was simply the power plant and attachments to turn a bicycle into a motorcycle, but the Evans is built as a unit. For the past two seasons the company has followed a policy of marketing the Cyclemotor abroad, exclusively, there being a big demand for equipment of that type across the water, and confining sales on this side to the complete machine.

The five of us found our way to a good place to eat, and over the lunch Mr. Evans told us how he and General Manager D. G. Anderson, both of whom were connected with the automotive industry in Canada, each began to think of the possibilities of a motor attachment for the bicycle, and discovered on comparing notes that they had been thinking along the same lines.

Mr. Anderson was manager of the Russell Motor Car Co. of Toronto and Mr. Evans was chief engineer. Evans was convinced of the practical advantages of combining the two stroke and high speed principles in a small motor that would have sufficient power to propel a bicycle in the neighborhood of 20 miles an hour and still be light and compact. The result was a fifteen-pound motor, developing 1 1/4 horse power, and they called it the Cyclemotor. But the field in Canada was limited, population was not as dense; cities not as numerous, and the partners decided to move to the United States. Through their acquaintance with some of the directors of the General Railway Signal Co. they were induced to locate in Rochester and during the years of 1915, 1916, 1917 and 1918 occupied part of this company’s plant.

During the war the Cyclemotor equipment was moved to the Cady street home as the General Railway Signal Co. needed all its room. The government was seeking for some one to manufacture aeroplane valves—a job that required especially fine work. The Cyclemotor equipment and organization were especially adaptable to this and for many months the facilities of the factory were devoted to this important government work. Production was resumed at the close of the war and since that time there has been continuous improvement. Refinements have increased the power and efficiency of the motor but there have been no marked changes from the original design which has proved satisfactory from the start. The Evans Power Cycle, as a unit, has been developed and that has been continuously improved, the chief changes in the 1922 models being the substitution of grip control for lever control and the ad-

dition of the electric lighting equipment.

The Evans has a range of from 3 to 35 miles per hour and delivers 150 miles on a gallon of gasoline. Its weight is seventy pounds, including electric equipment. It is extremely simple to operate, and "fool proof."

By the time we had learned this much of the Cyclemotor history the lunch had progressed to dessert. The rest of us stuck to green apple pie which, even if the crust is sometimes soggy, and "green" doesn't mean that the apples were really green but only that the pie is not made of dried or canned apples, is generally the most reliable of restaurant desserts. If a restaurant chef ever made a genuine green apple pie from honest-to-goodness green apples; apples in which the seeds have not yet turned brown; with a flaky crust and just the right amount of sugar and cinnamon, such as my mother used to make when we lived on a farm, that restaurant would become famous. But they don't make it, so when you order "green" apple pie you never really expect to get it.

We all ordered it except "F. M.," who saw "strawberry shortcake" on the bill and ordered that. If there is anything shorter than a restaurant strawberry shortcake I don't know what it can be. Anybody who has been tempted by his memory of home-made shortcake into ordering it at a restaurant knows just what "F. M." got. Two pieces of cork-like sponge cake, about two inches square and an inch thick. Between them three strawberries, sliced and spread out to



MANY cycle dealers are cashing in on the present excitement over the radio 'phone; cashing in on profits made from selling the outfits and cashing in on profits from the sale of their regular stock to customers who come to the store for radio sets and discover that there are other things in the stock they want. It works on the same principle of merchandising that results in the sale of a necktie, handkerchiefs and socks to the customer who goes into a store to buy a shirt he sees displayed in the show window. This picture shows the crowd attracted to the window display of the Broadway Cycle Co., in Philadelphia, which is just at present taking advantage of the radio enthusiasm. The radio outfits are displayed in the window, and when the customer gets inside the store he finds what he wants flanked on all sides by cycle accessories and sporting goods of all kinds. The clerks never fail to call attention to other things when making a sale of radio material, and the store has cashed in very satisfactorily on the idea.



A WINDOW display arranged by the United States Rubber Co. New York store which emphasizes the call of Spring to the great outdoors. The motorcycle riders are in their trout fishing regalia and the casting rods are shown against the curtain at the background. A landing net is strung from the shoulder of the lady in the sidecar.

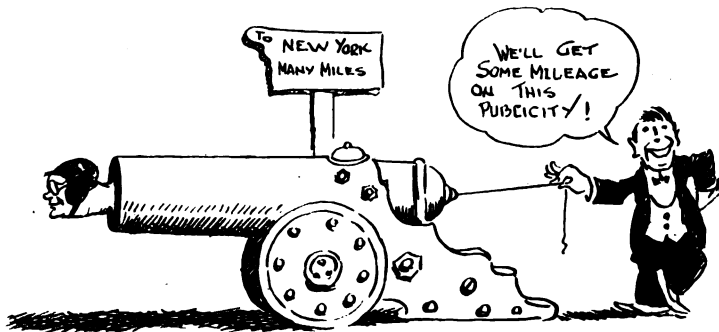
cover the top of the under layer. Over this a smear of whipped cream and the second piece of cork placed on top of it. A dab of whipped cream on top of this, surmounted by one solitary strawberry. That's restaurant shortcake, at all the way from 30 cents to 60 cents an order, depending on the season and the class of the restaurant. The charge may vary, but the shortcake, never!

While everyone was joking over the paucity of berries in the shortcake I caught the waiter's eye and gathered in the checks, much to the chagrin of Gus Rice, who was honestly offended when I wouldn't let him pay for the lunch, and I had to remind him that twice on former visits to Rochester he had been the host and I wasn't going to let him make it three times and out, for I want to call on him again some day. Especially now that such big things are going to happen.

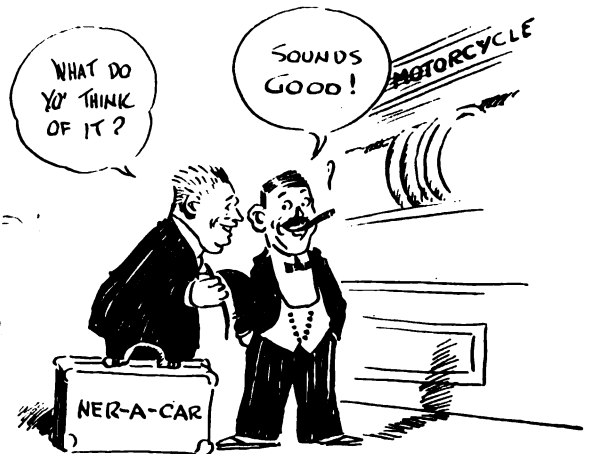
TO MEET EACH MONTH

Arrangements have been made by the Canadian Wheelmen's Association to hold full general executive meetings at Toronto on the last Monday of each month during the present year to consider applications for race sanctions and all other current matters. The business of the association has increased and meetings are more frequent.

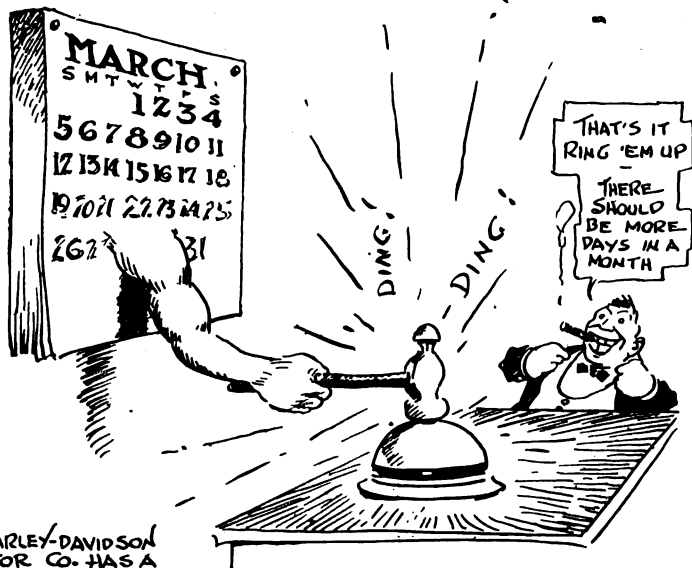
WEEKLY WHIRL of WHEELS



PAUL BAILEY, AS ADVERTISING AND PUBLICITY MANAGER FOR ACE MOTOR CORP., ANNOUNCES THAT "CANNONBALL" BAKER WILL HOP ACROSS THE CONTINENT IN AN ACE SIDECAR OUTFIT



E.K. GORDON OF H.E. LESAN ADV. AGENCY BECOMES SALES MANAGER FOR NER-A-CAR CORP. AND STARTS HIS NEW DUTIES BY SIGNING UP A FLOCK O' DEALERS.



HARLEY-DAVIDSON MOTOR CO. HAS A NEW SLOGAN - IT IS: 'A DEALER A DAY' THEY SIGNED 31 NEW DEALERS IN MARCH



ALL IN ONE WEEK ELMER BUNDT GRABS A WIFE AND A CHAMPIONSHIP



PETE MOESKOPS OF HOLLAND, WORLD'S CHAMPION SPRINT, TAKES UPON HIMSELF A LONG-TERM TEAMMATE



THIS OUGHT TO INTEREST SENIORS AN JUNIORS THROUGHOUT THE LAND



Orrie Steele going over the top at Worcester hill climb

Steele Grabs Worcester Honors

Paterson, N. J., Indian Champion Breaks Records at Massachusetts Hill Climb. R. E. Supernor Graduates From Novice Class With Flying Colors

*"And they asked us how we did it,
And we gave them the Scripture text:
'Just keep your light so shinin'
A little ahead of the next.'"*

THIS was the sentiment expressed by Orie Steele, of Paterson, N. J., rider extraordinary, who gave one of the finest exhibitions of hill climbing ever seen in the East on Chandler's Hill, Worcester, Patriots' Day, April 19.

Orie was speaking for himself and the loyal band of red skin warriors who invaded "The Heart of the Commonwealth" on the anniversary of Paul Revere's ride and before the afternoon pow-wow was over annexed 11 out of a possible 15 scalps in the events on the program offered by the Massachusetts Motorcycle

Association. Steele was easily the outstanding individual star of the climb.

Eugene Ross, of Troy, N. Y., was another big Indian winner, annexing the second prize in the 61 and 80 cubic inch classes. Ross gave a fine exhibition and

ity after winning the novice event Supernor entered the 61 and 80 classes, winning third place in each event. A nice afternoon's work.

H. B. Putnam of Hyde Park, piloting an Indian sidecar up the trail, performed one of the spectacular features of the day. He fairly bounded up the incline in winning second place and the "Oh's" and "Ah's" from the thousands of spectators reflected the thrill he gave them.

It has been the custom for the last ten or twelve years for riders of Boston and vicinity to officially open the riding season each year with a tour to Worcester on Patriots' Day, April 19. Before the inception of the Massachusetts Motorcycle As-



Ralph Supernor, who won the 61 novice solo event at Worcester hill climb



Miss Della Fitch attracted almost as much attention as the hill climbers

will be heard from frequently in hill climbing circles.

Ralph E. Supernor, of Worcester, entered in the novice 61 cubic inch, broke the former record of the hill, when on his first trip over the course he covered the distance in 9.07. This mark was however shattered several times later in the afternoon. Spurred to greater activ-



Eugene Ross, who got second place in both the 61 and 80 expert solo classes at Worcester hill climb



Eugene Ross digging up the turf at Worcester

sociation the riders simply toured to Worcester, ate lunch, and returned to Boston, but for the last three years the Association has run a hill climb in Worcester as an added attraction on that date.

The 1922 Patriots' Day opened more or less cloudy and rather too cool for pleasure touring, but this made little or no difference to the real enthusiasts. Long before noon riders were flocking in from all over New England. William Storey came up from New Haven; William Lang, Sr. and Jr., from Waterbury; Peter F. Forest from Manchester, N. H.; Ted Buck from Troy, N. Y. All made the long ride to participate in the festivities.

The climb opened up promptly at 1:45 p. m. The course was in excellent condition, possibly a little heavier than usual, but very smooth and safe for riding. Fully 6,000 people lined the course from start to finish. Park Commissioner Thomas H. Holland had the course all roped off, so that none of the spectators were able to get within fifty feet of the riders. The Worcester police force, in charge of Sergt. Pierce Powers, a former motorcycle rider, took charge with unusual efficiency. The M. M. A. officials handled the competition end with their usual energetic team work.

The first man up the hill was William Lang, on his favorite Harley-Davidson Sport. Lang rode just as fast as he could with his twenty odd pounds of ballast, but was beaten out by one Orie Steele, of Paterson, N. J., who piloted his Scout over in 14.9 seconds, thereby breaking the former hill record. Kendall Saunders took second on a Sport in 15.5 seconds, just one-tenth of a second faster than Lang, whose time was 15.6 seconds.

The 61 cubic inch novice solo event opened up with a rush. Ralph Supernor, the Worcester Indian novice, went up the hill at a fast clip, but no one thought he was going to break the hill record, but

when the watch was read his time was 9.7 seconds, or exactly 2/10 of a second faster than Kendall Saunder's and Orie Steele's best time of 1921. Supernor only had to ride once. Warren Danforth of Bridgewater took second in 11.5 seconds. Danforth is quite a heavy chap and rode like a veteran. Elzar Cloutier, a Harley-Davidson rider from Uxbridge, Mass., took third in 12.2 seconds.

Class C was a 61 cubic inch solo event for expert solos, and was won by Orie



H. B. Putnam on his runaway Indian

Steele, who coaxed his Indian over in 9.3 seconds, breaking the hill record for 61-inch machines and bettering the former 80-inch record by 6/10 of a second. Eugene F. Ross, the Troy Indian rider, captured second with a score of 9.7 seconds. Ross seemed to ride true to his best form but Steele had just a little more pep in his outfit and beat him out by 4/10 of a second. Third was won by the erstwhile novice, Ralph Supernor. Ralph appeared satisfied with 10 seconds flat.

Event No. 4, 80-inch expert solo, opened up with the largest entry of the

day, ten contestants facing the line. Kendall Saunders, the Harley favorite, limbered up and raced over the hill in 10 seconds flat. Sandy gave his mount all it had in the carburetor and rode like the veteran he is, but Sandy simply didn't have the power in his motor. He rode within 1/10 of a second of his time last year, but that time was good for last year but not for 1922.

Orie Steele rode only once and broke the hill record for 80-inch machines, and all others, all to smash. When the clock was read it showed he had negotiated the 500-foot course in 9 seconds flat. Orie wanted to ride again but "O'B." would not let him as he did not want anything to happen to his motor as the 80-inch sidecar class was next.

Eugene Ross, Indian, negotiated the hill in record time, hanging up a score of 9.5 seconds, but was closely crowded by the novice, Ralph Supernor, who took third in 9.6.

Too much credit cannot be given Ross and Supernor for their riding in this event. Both are more or less youngsters in the hill climbing competition, especially Supernor.

After a little delay in hitching on the sidecars and changing sprockets, the 80-inch open event for sidecars was run off. John Bickleman, Uxbridge, got a good start but failed to go over the top in his first trial. This was about what the crowd expected and he received some little attention, but it was short lived. Kendall Saunders, immediately followed and took his Harley-Davidson over the top in 15.9 seconds, which broke the former hill record, but like Bickleman, his glory lasted only for a time. H. B. Putnam, riding an Indian, made a spectacular start and lowered the record to 15.1 second. Then Steele came along and lowered it again to 14.5 seconds.

There being no protests Referee Ellis

immediately awarded the medals to the winners, and all Indian riders went home satisfied.

RUBBERIN' 'ROUND

by "Ted"

"F. J.," the big boss from Hendeerville, was an interested spectator. His big expansive grin reflected the pleasure and satisfaction he was getting from the festivities.

* * *

Thomas E. Holland of the Parks and Playgrounds Commission of Worcester, is to be congratulated for his untiring efforts in getting the course in such fine condition. It was favorably commented on by many of the riders as one of the finest in the country, both from the standpoint of riders and spectators.

* * *

The police supervision under Sergeants Power and Moynihan couldn't be improved. The huge crowd was kept back behind the ropes at all times and their work in this respect is to be commended.

* * *

One of the thrills of the afternoon was produced by H. P. Putnam, of Hyde Park, who bounded up the hill on an Indian sidecar like a rubber ball. He was unseated most of the time, but clung to his mount and copped second prize in the event.

* * *

Howard Ramsey of Uxbridge, President of the M. M. A., as starter and announcer, put in a busy afternoon. Despite the fact that he is a bit bulky 'round the waist line,

he performed his duties with the grace of a "Ziegfeld Folly" queen.

* * *

The Indian riders sure did appreciate the superhuman efforts of "Oby" and Ted Buck. These two boys put in a hard day's work and to them belongs no small part of the glory attached to the Indian successes.

* * *

Watch Supernor, you'll hear later of this game youngster. He's a comer in hill climbing circles or we miss a bet. Smashing a previous hill record in his first attempt as a novice, made 'em all sit up and take notice.

* * *

The ladies, God bless 'em, were there in abundance—periwinkle blues, riding costumes, fur coats, galoshes, silk stockings and everythin'.

* * *

Of course, Bill Donovan, Boston, of Goodrich fame, was around to look things over. Bill was immaculately dressed. Loo el li e one of the clothing ads in the Saturday Eve Post. Bill was especially attentive to the ladies and from an outsider looking on, they seemed to be enjoying his companionship immensely.

* * *

The telephone installation making possible communication at all times with the top and bottom of the course, was a great convenience and thoroughly appreciated by the officials.

* * *

Floyd Coolidge, of Boston, with his sunny smile and disposition, worked with "Mac"

as timer. They made a smooth working combination and handled this job with smoothness and dispatch.

* * *

Mine Hosts Clift and Cross, on whose shoulders fell most of the detail work, in the arrangements preceding the climb, are to be congratulated on their efforts. The smooth, clock-like precision in which the events went off was due in no small measure to the preliminary details which were worked out so efficiently by these two men.

* * *

Hendeerville sent down a large delegation headed by the "Boss." We didn't see them all, but we did observe "Buff," Bill Carey, Jack Leahy, Bill McCann, Charlie Franklin and family, Fred Nixon, Earl Robbins, J. "Oby" O'Brien, J. B. MacNaughton and E. W. Stack.

* * *

About the niftiest young lady in riding togs that we have set our eyes on in some time was Della Fitch of Hendeerville. She was just too cute for anythin'.

* * *

George Ellis, Boston, who held down the responsible job of referee, seemed to be particularly pleased with his state referee's badge, furnished him by the M. and A. T. A., which was very prominently displayed on his leather coat. He was quite indignant on one occasion, when one of the newspaper men took him for a country constable.

* * *

"Buff" and "F. J." made the ascent after the program was run off to look the course



Four of the men who handled the details of the Worcester hill climb. Left to right: J. B. MacNaughton, Howard Ramsey, George Clift, George A. Ellis

over at first hand. The time was very slow, it fact it looked like an obstacle race, so frequent were the stops. (N. B. No official time was given out, but we have reliable information to the effect that it took them 29 minutes to make the ascent).

E. W. Davis, better known as "Davie," was on deck and very easily identified by a fedora of the 1892 vintage. With the possible exception of "Jes" Campbell's hat, "Davie's" topper is the oldest one in existence outside of the Smithsonian collection of antiques.

John Wing, of course, was there. John is one of the oldest and certainly most active motorcycle boosters in the old Bay State. He was very active in soliciting memberships in the M. M. A. from everyone in sight. If motorcyclists in general throughout the State, would enter into the spirit of the M. M. A. with the same enthusiasm as John Wing, its membership would run into the thousands.

Overheard someone from Hendeerville say that it wasn't necessary to wait for the announcer to give the time, as each rider went over the top, the expression on "Mac's" face, who was one of the timers, told the story. "Mac's" grin was so expansive all the afternoon, that he had to stop in the Rancroft barber shop for a massage, to iron his features out, before returning to Hendeerville.

"Agnes Miles and Marguerite Miller came down from Hendeerville as guests of C. B. Franklin. They wouldn't miss the Worcester hill climb for anything in the world."

Ken Saunders, as usual, had his gallery of supporters with him. Ken's a mighty good rider and in addition a splendid fellow and is well deserving of the host of friends that he has.

B. A. Swenson of Providence got around rather late. He told us that he had been wanting for the past 15 years to witness the annual Patriots' Marathon race in Boston. We gather from what he said that he's not over anxious to see another and he was pretty sore that he had to miss out on most of the fun at Worcester.

"Carter Carburetor" Birge was quite prominent in the festivities and I should judge that he was pretty tickled with the way the product he peddles was showing up. He came early and stayed late and was of great assistance to the boys in the pit.

The absence of "Jes" Campbell was very noticeable, several times we overheard the expression, "it don't seem natural at a hill climb not to see 'Jes' Campbell's smiling countenance."

If a prize had been offered by the M. M. A. for the neatest appearing rider present, the verdict of the judges couldn't help but be unanimous in favor of W. J. Walker of Boston. It would take our society editor to properly describe Mr. Walker's habiliments. He was the Beau Brummel of the gathering.

Waterman and Trudeau, first lieutenants for "USCO" Ellis, assisted in distributing medals and programs and made themselves generally useful in many ways.

Willie Lang, of Waterbury, equipped with his customary bag of sand, rode very well indeed and in the early stages of the climb, looked like a good bet for first place.

Danforth made a corking good climb in



Meet Mr. Cross, Worcester Indian agent. He isn't cross at all

the novice, winning second place. He rested on his laurels after this event and was content to remain a spectator for the rest of the afternoon.

The Granite State sent down one of its celebrities in the person of Pete Forrest of Manchester and while he did not take part himself, his machine was ridden by F. Fossa. Pete frankly admits that he isn't as young as he used to be and believes that the time has about arrived when he should enter hill climbs "in spirit" only.

John Lane, right hand man for George

WORCESTER SUMMARIES

CLASS A, EXPERT SOLO—37 CU. IN.

Place.	Rider.	Machine.	Time.
1st.	O. Steele	Ind.	14:9
2nd.	K. E. Saunders	H.-D.	15:5
3rd.	Wm. Lang	H.-D.	15:6
4th.	J. Bartlett	Ind.	16:0
5th.	E. F. Ross	Ind.	17:2
6th.	L. Landry	H.-D.	20:5

CLASS B, NOVICE SOLO—61 CU. IN.

Place.	Rider.	Machine.	Time.
1st.	R. E. Supernor	Ind.	9:7
2nd.	W. Danforth	Ind.	11:5
3rd.	E. Cloutier	H.-D.	12:2
4th.	F. Baer	Ind.	12:5
5th.	F. Fossa	H.-D.	12:9
6th.	A. E. Richardson	H.-D.	14:7

CLASS C, EXPERT SOLO—61 CU. IN.

Place.	Rider.	Machine.	Time.
1st.	O. Steele	Ind.	9:3
2nd.	E. F. Ross	Ind.	9:7
3rd.	R. E. Supernor	Ind.	10:0
4th.	T. Gifford	Ind.	10:3
5th.	K. E. Saunders	H.-D.	10:4
6th.	F. B. Norquist	H.-D.	11:1
7th.	J. A. Lane	H.-D.	11:9
8th.	A. A. Pichar	Ind.	12:3
9th.	F. Fossa	H.-D.	13:2

CLASS E, EXPERT SOLO—80 CU. IN.

Place.	Rider.	Machine.	Time.
1st.	O. Steele	Ind.	9:0
2nd.	E. F. Ross	Ind.	9:5
3rd.	R. E. Supernor	Ind.	9:6
4th.	K. E. Saunders	H.-D.	9:8
5th.	Wm. Storey	Ind.	10:4
6th.	T. Gifford	Ind.	10:7
7th.	O. T. Sheldon	H.-D.	11:2
7th.	J. A. Lane	H.-D.	11:2
8th.	A. A. Pichar	Ind.	11:8
9th.	F. B. Norquist	H.-D.	13:5

CLASS F, EXPERT SIDE CAR—80 CU. IN.

Place.	Rider.	Machine.	Time.
1st.	O. Steele	Ind.	14:5
2nd.	H. P. Putnam	Ind.	15:1
3rd.	K. E. Saunders	H.-D.	15:9
4th.	J. E. Bickaman	Ind.	19:0
5th.	F. B. Norquist	H.-D.	22:2

The equipment of the first-place winners was Goodyear and Firestone tires, Carter carburetor, Bosch magneto, Duckworth chains and Anderson and Splittorf spark plugs.

Clift, put up a good fight in every event in which he was entered and plugged like a trojan in the pits.

We also met G. A. Gove fully equipped with his curve stem briar an' everythin'!

Albert Carroci of New Haven and his two proteges, Storey and Picard, were very much on the job. Storey and Picard both entered the events, but for some reason or other the breaks were against them. Nevertheless both boys gave a good demonstration of their riding ability.

"Sober Charlie" Franklin never enthuses, but we did catch an extra beam in his countenance on account of the way the redskins were performing. Mrs. Franklin and their charming daughter Phyllis, however, were most enthusiastic.

Mr. and Mrs. Russell Coes were enthusiastic spectators. While Russ himself did not ride, his interest and enthusiasm showed that he was working equally as hard as any of the boys on the hill. They also entertained several guests from Hendeerville at tea after the climb.

ECONOMY AT PROVIDENCE

THE Rhode Island Motorcycle Association's first real economy test revealed remarkable ability on the part of Providence motorcyclists to roll up big mileage with the Harley-Davidson machine. Many of the boys never rode in a similar contest before, and had not even tried out the course. As a matter of fact the details of the test were kept from the entrants, that they would have no opportunity to experiment.

The test was participated in by 15 men who rolled up all kinds of mileage. Henry Burnett with a solo did slightly better than 75 miles to a gallon, while Lester Wightman with a sport model, did more than 121 miles per gallon. The most surprising figure in the sidecar class was made by George Cresgeen in a sidecar outfit who did 66.4 miles with a passenger. The medium weight machines furnished by far the most excitement, for when Wallace Reynolds got above the figure of 81 miles for his gallon, Wightman began to get settled down to business for the big record.

The course was laid out in a clockwise direction on the streets surrounding Bucklin Park, with a mark on the curbing at the distance of each rod, each one numbered. Little flat metal cans, holding a half pint of gasoline, were furnished the riders, strapped to the tank and piped to the carburetor in place of the usual supply pipe. The rider was sent away from the start line with one comrade, with a white number on his back to designate his position to the scorers, and rode round the course until his supply was exhausted, when a special service car with a judge aboard was sent out to record his position and bring back his testing equipment. When this position was recorded and the distance computed the mileage that his fuel had accomplished was found, even to feet and inches. This figure, multiplied by the number of half

pints in a gallon, determined the mileage per gallon.

Many incidents furnished thrills to the big crowd of spectators, for rather than reduce the speed of their machines at the corners, the riders were willing to tip them well over, cutting the corners to keep close to the curb, where the measurements for the course were taken. Traffic interfered at times, reducing the contestant's chances of winning; the little supply tanks became loosened and occasionally a pipe line leaked many precious drops of the fuel away. The tank of William Burnett became entirely detached except for the rubber tube, and had to be held around one-half the trail by the rider. This furnished considerable fun for Burnett's friends, for he appeared to be holding a baby's feeding bottle, evidently having gotten the habit, the stork having visited his house recently. Bill is the manager of the Harley-Davidson Motorcycle Sales Company, and was instrumental in getting the meet up.

The prizes consisted of handsome unbreakable vacuum bottles in leather cases while a popular piece of ignition apparatus was given to each rider who covered more than three laps of the course.

Henry Burnett won the event for 61-cubic inch motors, covering 7 laps, 173 rods, for a rate of 75.8 miles per gallon. He plans to offer the prize to his six competitors in a run-off to be held at an early date.

The summary is as follows, the lap measuring 3,168 feet:

MIDDLEWEIGHT CLASS

Laps Rds.

Lester Wightman...	12	122	Harley-Davidson
Wallace Reynolds...	8	"	"
C. W. Campbell...	7	120	"

SOLO CLASS

Henry Burnett...	7	173	"
Wm. Burnett...	7	125	"
John Cuttle...	6	137	"
Walter Duclos...	5	83	"
Louis Boudro...	5	178	Indian
Peter Caremello...	5	103	Harley-Davidson
Jas. McCutcheon...	5	190	"

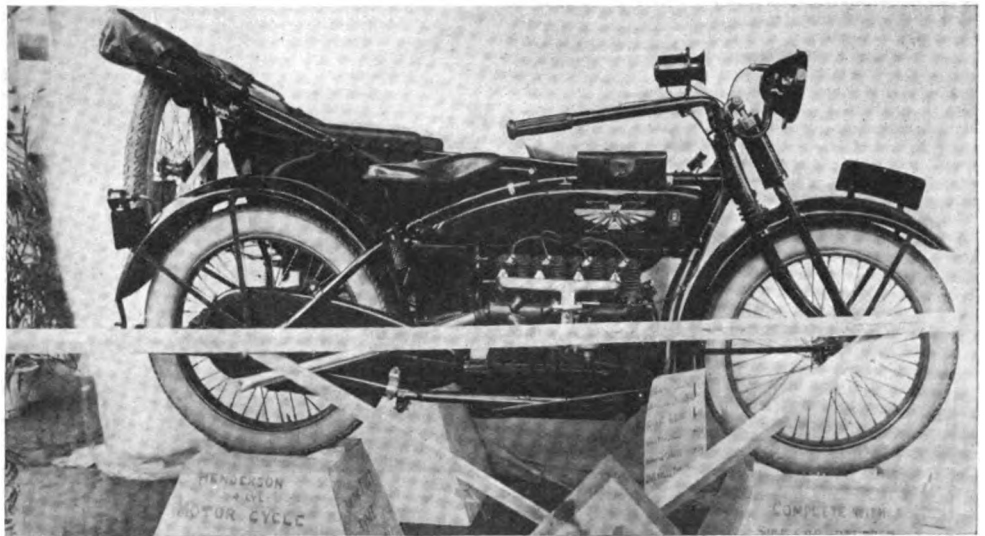
SIDECAR CLASS

George Cregean...	6	178	"
Isaac Pryor...	6	116	"
Milton MacDuff...	5	112	"
T. Farara...	4	154	"
Paul Emerson...	4	152	"

The officials were: Referee, W. I. Bucklin; starter, J. Clarence Loftes; scorers, Walter Jenckes, Walter Bernardini, W. A. Gilman, Christopher Madsin; service men, George Hunters; competition committee, W. I. Bucklin, Henry Burnett, Clarence Loftes and Milton MacDuff.

B. A. SWENSON BADLY HURT

B. A. SWENSON, of Providence, R. I., one of the oldest, best known and most successful cycle dealers in the country, is in the Providence hospital in a dangerous condition, as the result of an accident Tuesday. In attempting to avoid a collision with a truck he was thrown beneath the wheels. It was loaded with six tons of crushed stone. A lock on the rear wheel of the truck prevented it passing over Swenson, but he was pushed 15 feet and has a broken leg and badly lacerated thigh.



Henderson exhibit at the recent Calcutta Automotive Show. Mathews & Turnbull report a lot of interest in motorcycles and good prospects for Henderson business

EASY MONEY

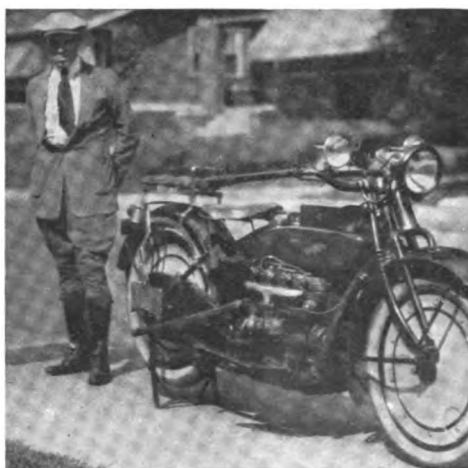
What's the Best Idea
You Have Used in
YOUR BUSINESS
in the Past Year?

**WHY
AND
HOW**

Tell us about it.

\$25 for the best letter.

\$15 for the second best.



Willis Moody, Peoria, Ill., Excelsior-Henderson dealer, who belongs to the neat-rider brigade

NEW RECORD FOR INDIAN

JIM DAVIS and Ralph Hepburn, of the Indian tribe, went on a record-breaking bat at the Beverly Hills Speedway, Los Angeles, on Tuesday, April 25, and after the day's work was finished a number of records were "scalped" by the Redskins.

With an eight-valve Davis did the mile in 32.53 seconds, which bettered Otto Walker's mark for that distance of 32.94 seconds and which was made at the same track on January 23 of this year. Hepburn with the same motor also bettered Walker's mark, doing the mile in 32.64 seconds. They lost out on other attempts on Walker's records for 5, 10, 25, and 100 miles, and the hour, made the same day.

New class records were also made by Davis, with pocket valve motor, as follows:

Distance.	Time.
Mile	33.85 Sec.
Five miles	2:53.65 Sec.
Ten miles	5:48.70 Sec.
25 miles	14:54.20 Sec.
50 miles	29:59.50 Sec.
One hour	.96 Miles, 2,205 Feet
100 miles	1:02:11.7

Davis ran out of gas two laps to go. But for his misfortune he would have had "hundred in an hour" sure, according to observers. Affidavits are being sent to secure international recognition.

Davis used Goodyear tires, Bosch magneto, Splitdorf plugs and Duckworth chains. Hepburn used same with exception of Firestone tires.

IT WAS AN EXCELSIOR

IRVING BARNARD, Excelsior Henderson traveler in New York and Pennsylvania, calls our attention to an error in the lines under his picture which was published April 20. Irving uses an Excelsior sidecar, not a Goulding, and says he is selling lots of Excelsior sidecars as well as Henderson and Excelsior motorcycles.



DICKY'S DREAM

By Walter M. Trego

IN the deep gloom of the night-time,
Sombre silence held full sway,
For enchantment, 'tis the right-time,
Dick's thoughts had gone to play
In the mystic realms of slumber,
Where deep streams of fancies flow,
Earthly ties do not encumber;
In his sleep he murmured low:

"I will take a trip fantastic,
Far away,
Upon beams of light elastic,
I will sway,
Of all specters, I'm the leader,
And upon my two-wheeled speeder,
I'll invade the dim and distant
Milky Way."

High upon Mount St. Helena,
Where the glist'ning moonbeams dance,
All the world was Dick's arena,
And existence was a trance;
On a foothold high and rocky,
'Twas from here with flying start,
Sailed this motorcycle jockey,
As he murmured from his heart:

"I'm a roaming 'Ignis Fatuus'
Of the skies,
Some will not my astral status
Recognize,
I'm an ultra-phosphorescent
Super-scintillating crescent,
And I'll seek the haunts of stardom
In disguise."

Up to Saturn, circling wider,
From his bike this demon springs,
Like a bare-back circus rider,
Dick's dived right through its rings;
Then he on his bike alighted,

Many thousand miles away,
While old Saturn, quite affrighted,
With disdain was heard to say:

"Who's this wandering, bold and restless
Brazen face,
Who has volunteered to trespass
Into space?
In my rings I'll wind this rider,
If I catch him, like a spider,
And of him there'll be remaining
Not a trace."

Far behind, Old Sol grew dimmer,
As Dick journeyed into space,
And while sailing on, a glimmer
Of bravado lit his face;
But at last there came a comet,
On its oval, endless path,
And while he was far from it,
Dick's looked at it and laughed:

"Oh, you airy, gaseous phantom
From on high,
You are but an orb 'infantum'
Of the sky,
Your deceptive, dazzling splendor,
Has caused multitudes to wonder,
But to me you look like nothing,
Gone awry."

On and on this human rocket
Rambled madly through the skies,
With his goggles in his pocket,
He had naught to shield his eyes;
Startling was the comet's lustre,
As he viewed it through his tears,
And these words of jesting bluster,
Floated faintly to his ears:

"I'm a roving and erratic
Buccaneer,

And I keep by means emphatic,
In the clear,
I would drown you in life's ocean,
If I chanced to take a notion,
As trespassers in my pathway
Disappear."

Dick's intent, his bravery goading,
Was to play the hero's part,
Now of fear, the first foreboding,
Faintly rankled in his heart;
In a daze he wondered dimly
What the fuss was all about,
While the comet, looming grimly,
Heard him as he blurted out:

"You're a king of astral scullers,
As it were,
And now show your cowardly colors,
If you dare,
Comets are my favorite menu,
And you'd better change your venue,
Or in fragments you'll be scattered
Everywhere."

Grim and stern were Dick's features
And it made him faint and weak,
When a stream of brilliant meteors,
Blew their harsh breath on his cheek;
In retreat, he circled widely,
Miles in myriads backward lay,
And the star-elves listening idly,
No doubt could have heard him say:

"Never more to realms of wonder
Will I roam,
Or attempt again to plunder
Nature's dome;
Goodbye! Venus, Mars, Uranus,
Adieu! all you other planets,
I must leave you, and I'm glad I'm
Going home."

Electrician Makes Convincing Sales Argument

Has an Automobile but Says Motorcycle is Time and Money Saver as Business Utility Vehicle

By C. E. B. Clement

AN argument in favor of using a motorcycle for business utility in preference to an automobile was made by an expert electrician during a conversation which I overheard between him and the building contractor in charge of the construction work on a Portland, Ore., building, the other day. The electrician rode a motorcycle to the job and the contractor drove a car. The contractor said to the electrician:

"Do you like to ride that thing?"

"If you mean, 'Do I get any great amount of pleasure out of riding it?' No; but insofar as a man gets enjoyment from his work. Yes. I don't ride a motorcycle for pleasure for I have an automobile for that purpose, but for many reasons, I find the motorcycle better adapted to business uses than the auto."

"I'd be afraid to risk my neck on one of them, they go too fast to suit me," said the contractor.

"Have you ever had your car wide open? No. Well, neither have I ever had the throttle on this machine wide open," was the electrician's answer. "The manufacturer claims something like seventy miles an hour for it, but that does not interest me in the least. I bought it because I found that I could get around quicker, much easier, and with only a small fraction of the expense that it took with the car. It was a sound business proposition with me. Everyone is setting up a cry about reducing the overhead, yet they never think to look at the excessive overhead they are paying to ride to and from work in an auto."

"Still it must cost quite a bit to run it at that," insisted the contractor.

"A rough comparison of estimates will show you something on that point," argued the electrician. "You do well to get eighteen miles to the gallon in traffic. I get close to fifty. I can run a month on the oil you use in two days. One cord tire for your car costs as much as four tires for the motorcycle and I get almost double the mileage per tire. Your machine cost you over two thousand dollars. Figure six per cent. interest. I have less than four hundred tied up in this. Quite a little item in itself."

"But it is in traffic that I can see the big difference. Why, just this morning is a good example of that difference. I remember that you were caught in the jam on the Burnside bridge when the draw

THERE is a convincing sales argument in this little chat between the electrician and the contractor, and it is just as good in Portland, Me., as it is in Portland, Ore.

Why not get a first hand statement from someone in your own town, who is using a motorcycle as the Portland electrician uses his, and make use of it in an aggressive campaign to sell motorcycles to others who can use them with the same advantage?

opened. I came along when the autos were lined up for six blocks back from the gate, and you were about three blocks back, forced to stay in line through traffic regulations. I pushed my motorcycle onto the sidewalk, wheeled it those three blocks and then led the procession across the bridge. You were delayed several minutes more by the traffic officer at this end of the bridge; for he lets the traffic through first one way and then the other and you were so far back that you must have been stopped at least four times,



The expert electrician who sold the contractor the motorcycle

while I skipped across without a delay, being the first machine from the bridge since the closing of the draw. Come to think of it, I was here about twenty minutes before you were this morning."

"That would figure out quite a bit in a year. More than enough to pay for one," admitted the contractor. "I never thought of a motorcycle in that light before. They were always, 'speed personified' to me, but I can see a lot of common sense in your idea of riding one. Why don't the manufacturers sell more of them on that basis? I'd almost be willing to buy one if they were a bit more common in use, for it would mean a saving of over a thousand dollars a year to me on the basis of the figures you gave, while the time saved would amount to a great deal more than that."

"There's one more point that I forgot to mention, that's finding a parking space in the business district," concluded the electrician. "It takes a lot of room for an auto, but with this, I can back it into most any little crack between two cars and still have room to spare. That alone means a lot to me when I am making short trips through that part of town."

"As I said before, the motorcycle is a business proposition with me and as such I find that it increases the bank deposits every month over what they were when I used the car."

Both of these men are in middle life and both are successful in their respective lines of business. One considered the motorcycle a pest, the other as an aid to his business and so well loaded with facts was the motorcycle rider that had he been a salesman, I do not doubt but that he could have sold one to that contractor.

ALL YOU NEED IS LONG LIFE

ODD stunts have been used in stimulating sales, but one automobile manufacturer has gone everybody one better. A mid-western automobile company finding itself loaded with German currency and bonds is offering gratis with each car an amount of German obligations equal to the value of the car at the par of exchange. Intending purchasers are told that if German exchange is restored to par the car will have cost the purchaser nothing but interest on the money. A banker from North Dakota states that the scheme is selling many cars in his state.—*The Wall Street Journal*.



Tell the Happy Story During Bicycle Week

Back in the early 90's over a million bicycles were sold every year to people who paid as high as \$150.00 for them when roads were poor, wages low, and the wheels themselves were not half as good as they are today.

There are nearly twice as many people in Uncle Sam's broad domains as there were then. You can sell a better bicycle for a quarter of its cost then, the roads are infinitely better, riding many times easier and pleasurable.

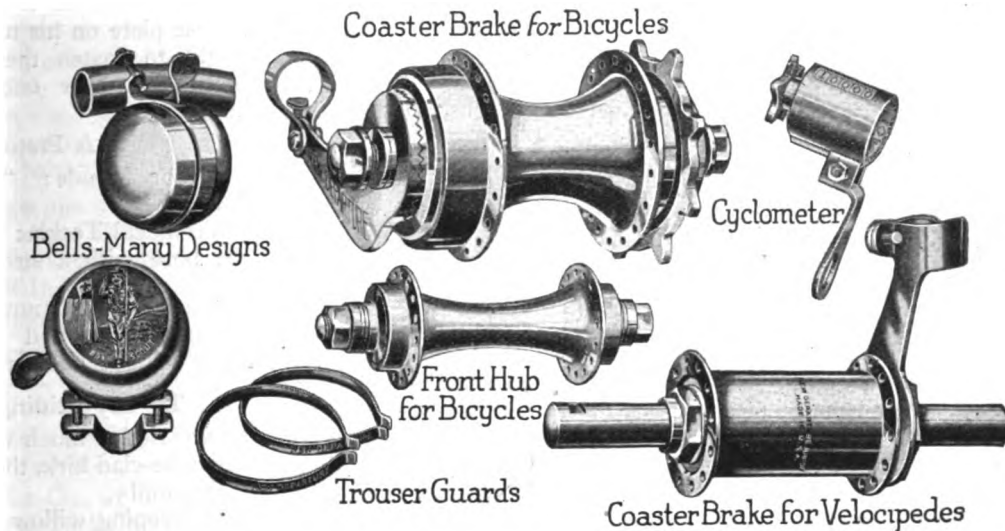
The New Departure Coaster Brake has made the bicycle the easiest controlled and the safest vehicle on the public street.

In practically all of Europe more people are riding bicycles than in the United States. Why? It is because we do not tell the happy story of the fun and healthfulness there is in bicycle riding, more than we do. Bicycle Week brings us another opportunity to do this very thing and get nearer to the "Million a year" goal.

The New Departure Manufacturing Company
Bristol, Connecticut

For assurance of prompt attention to your wants, mention *Motorcycle and Bicycle Illustrated*

New Departures



"Well Begun," is Half Done"

The 1922 season begins with Bicycle Week—the bigger you make it, the better your business will be all year.

New Departures will help

—with Coaster Brakes for Bicycles and Velocipedes that are best known, most used, and easy to sell;

—with Bicycle Bells that are unequalled for rich tone, fine finish, and attractive designs;

—with Front Hubs that match up with the coaster brake and finish off the handsome appearance of the wheel;

—with Cyclometers that "Tell the tale where others fail";

—with a big assortment of splendidly printed posters, signs, booklets, folders, electrotypes, lantern slides, etc., to help you create a desire and cash in on selling opportunity.

The New Departure Manufacturing
Company
Bristol, Connecticut

For assurance of prompt attention to your wants, mention *Motorcycle and Bicycle Illustrated*

MOTORCYCLISTS I HAVE MET

By R. B. Parrish

This is the second of a series of short sketches by R. B. Parrish, who in his capacity of pathfinder for the B. F. Goodrich Rubber Company's touring bureau has traveled in 32 states, and had many interesting adventures.

DOWN in Louisiana I met a preacher who covered his circuit on a motorcycle and I was impressed with the truth of the old saying: "The Lord looks after his own." At any rate the reverend was riding an old crock that I would be afraid to start across the street with. Every part of this church-going motorcycle was a wreck. The tanks were tied on with two leather straps. The chains had beaten all of the guards off, but he was going right on. I asked him if he was not afraid to start anywhere on this machine. To which he replied: "Brother, this is a good motorcycle, and I am not afraid to start anywhere in the county with it. I have been riding it for two years now and I have never been late one single time." What is more, he was dressed in pastor's clothes, and still more, he was clean as a pin.

At Houston, Texas, the riders use their machines to go hunting. There are about the cleanest bunch of riders in Houston of any place I have ever seen.

Also, in Texas I met a bootlegger who made novel use of his motorcycle. I gained his confidence enough to get his story. He explained to me that he used sidecar outfit as a lookout. He always sent the motorcycle ahead with five or ten gallons of moonshine, while the autos came behind. If the officers got after the motorcycle the driver would lead a merry chase, and if necessary, would let them catch him. By so doing, the auto in the rear with the big load would escape. This outfit had a spare wheel arranged on the rear of the sidecar with a sidecar mud-guard on the wheel just as though it were there for its usual purpose. But underneath the guard was a pad something like a piece of bed quilt. This was soaked with some kind of white fluid. The wheel was arranged between the sidecar wheel and sidecar spring, paralleling the sidecar wheel. There was a handle by the side of the driver with which he could let the extra wheel down so it would roll along on the ground. This fourth wheel was used to signal the following autos that all was well or as to what the conditions might be. For instance, if the officers were after the motorcycle the fourth wheel was let down, the driver of the auto would know the signal and take some other route. The fourth wheel, of course, was not allowed to stay down, but was let down occasionally. A certain amount of dots and dashes meant certain things. In a pinch one time of letting the wheel down was sufficient to say that all was wrong.

I was going to be very smart and snap

and slip away with a photograph of this most extraordinary outfit. I did make the snap but the slip was the other way. I had carried on a conversation with the owner of the outfit for some ten minutes after making the snap and just as I was patting myself on the back, and saying: "Red, old kid, you are good, yea, brother, I'll say you are," the gent said to me: "That is a nice camera you have there."

"Yes," I replied, "it is very good, I paid \$35 to have an extra set of lens put in it."

"Is that so?" he asked. "H-U-M, I never heard of double lens, what do they do?"

I explained that with double lens one was almost sure to get an extra good photo.

"W-E-L-L," he said, "Let's have a look at them."

I passed the camera to him, and before I noticed what he was doing he had taken the film out and said: "Quite so, Quite so. It does make an excellent photo at that, don't it, and as this is the first real good one that has ever been made of the outfit I will just keep it, if you don't mind?"

And the way in which he said it I was aware of the exact meaning of his speech, and said:

"Sure, that's a-a-l, all, er-er-right," and with a grin he shoved my film into his pocket and said: "Well, I guess I'll be going now, as it is getting late and the boys are pretty thirsty by this time." I watched him disappear in the distance and then said to myself: "Red, you d—— bonehead, you could not get away with a jail sentence."

SOME SELLING SALTS

Administered by Dieux Wheeler

IF yours is a town situated in farming country and farmers come to town to do their week's shopping on Saturdays, arrange a part of your store as a waiting room for ma and the kids, or, if ma is shopping, pa and the youngsters can use it as a meeting or resting place.

Have the rest room right in your display section. Shiny, new motorcycles and bicycles will work their magic influence on all, especially the boys and men, and opportunities for talking motorcycling and bicycling and demonstrating machines will invariably occur.

He who says he has something to sell
And goes and whispers it down a well
Is not so apt to catch the dollars
As he who climbs a tree and hollers.

Reputation is an enduring asset to your business—if you make it so. With a good reputation you lighten your sales work nightly.

FAT SPARKS

By Hy Tension

Contributions to this column will be welcomed. If you think you have a spark that is hot enough to ignite the gas, send it along. Address contributions to Fat Spark Column, *Motorcycle and Bicycle Illustrated*, 912-920 Broadway, New York.

A Bloody Burden—Those Bobbies!

Recently an English motorcyclist was arrested because his coat obscured the license plate on his machine. One really ought to fasten the license plate to a belt worn over one's coat, don't you know?

A Piston Slap

Motor Maude: "His line tires you, does it?"

Technical Teckla: "Oh! I could kill the bore with a stroke!"

Look around now—and choose the nearest exit—and walk—don't run. Here comes some serious verse.

To My Riding Companion

I have ridden much with thee
The vine-clad kirk, the quaint, old crumbling mill
And weeping willow tree to see.
I'll ride again with thee, but never will
I see the lovely, vine-clad kirk,
The quaint, crumbling mill, or willow tree,
When thou, Nature's most beauteous work,
Invite my gaze, riding close to me.

The Cycleogical Way

After seeing Fred St. Onge's Florida demonstration of the popularity of the bicycle, Bill Bryan will probably use a bicycle when he runs again.

Jacquelin Still Cleaning Up

Jacquelin, ex-world champion cyclist, has invented a street cleaning bicycle for "white wings." The device has been adopted by the city of Paris.

Better Show 'Em, Andy!

We're getting a flock of fun reading in "The Motorcycle," an English paper, the letters written by readers ridiculing the possibility of a De Luxe Henderson making 80 miles per hour. They refuse to believe "this utterly amazing speed" to be a fact. Please, Mr. Schwinn, can't one of your boys go over there and show the neighbors what you put into four barrels?

Hot Air Needed

I had taken my bus out of the garage, where it had been stored for the winter months and had tried unsuccessfully to start the motor. A squirrel's meal friend of mine came along and suggested that perhaps the reason I couldn't start the motor was because the tires were under-inflated. By the way, did you notice that picture of the Royal Enfield in last week's issue? Did you notice the size of the foot board? What do they do, sleep on it at night?—C. H. F.

M. & A. T. A. Bulletin

By **A. B. Coffman**

Chairman, Competition Committee

THE M. and A. T. A. insurance covering fire, theft, conversion and embezzlement for use by the dealer when making time sales is now in full operation.

Motorcycle dealers in every section of the country are availing themselves of this protection on their time sales. It is also a big help when discounting the customers' notes at your bank.

Only a short time ago one of our good friends in Kansas lost a new 1922 motorcycle and sidecar by embezzlement and another good friend in Indiana lost a rebuilt motorcycle by theft.

Unfortunately neither of these were insured with the M. and A. T. A., but had they been they would receive the unpaid balance due them on each machine which would come in pretty handy.

The Edwards & Crist Co., of Chicago, Detroit, Cleveland, New York and Philadelphia are insuring every machine they sell on time at their five stores under M. and A. T. A. insurance for fire and theft and bond for conversion and embezzlement.

They recognized the value of this protection as soon as they saw it, adopting it immediately at all of their stores.

Koch & Buhle, Brooklyn, New York, are using it on all their time sales and many other dealers that limited space does not allow me to mention.

A few are, however, the Indian Sales Company, New York, W. W. Whiting, Denver, Colorado, McLean Brothers, Pine Bluff, Arkansas, H. W. Scott, Salem, Oregon, the Haverford Cycle Company Stores, etc., etc.; just to show they are scattered all over.

Now you, Mr. Dealer, selling motorcycles on time payments should be protected beyond a doubt. Ask your banker.

Investigate the M. and A. T. A. insurance plan at once. Drop a note or card to the Motorcycle and Allied Trades' Association, 326 West Madison street, Chicago, and get full information.

Bear in mind that the M. and A. T. A. insurance is written to cover the dealer's interest only, the dealer's and rider's interest for fire and theft and conversion and embezzlement on time sales and the rider who pays cash can insure against fire and theft.

San Francisco Club Officers

The officers of the newly registered San Francisco Motorcycle Club for 1922 are Chas. Meyer, President; Lawrence Harvard, Vice-President; Mrs. A. W.

Green, Recording Secretary; A. W. Green, Financial Secretary. They will have a large crowd of riders on the Gypsy Tour to Pismo Beach in addition to which numerous club runs, picnics and

The used motorcycle trade-in list as compiled by the National Cycle Dealers' Association is now ready for distribution.

It will be of much help in making trade-in sales, so write to National Cycle Dealers' Association, Room 706, Hearst Building, Chicago, Illinois, and get yours at once.

other activities are on the fire and a busy, interesting season is ahead of its members.

Transcontinental Tourists

Sanford Adams of Curtis Center, Me.,

**What's New
in Your
Business?—
Tell the Editor**

M. and A. T. A. member 19,567, has been in California all winter and recently

HELP! HELP! HELP!

THIS office is endeavoring to secure the names and addresses of all M. and A. T. A. Registered Club officers for 1922 and have sent each club a letter with blank spaces to fill in the desired information and return. This information enables us to address the clubs on matters of interest and put the letter in the hands of the correct party. All clubs have responded but those listed below.

Won't you gentlemen please send us the information? It's only a few minutes' work. Now help us out, for Gypsy Tour time is rapidly approaching and we want every club to hold a Gypsy Tour and have poster, tourmaster's report, instruction book, checking and entry cards.

If you know a club has disbanded, please write and tell us so we can take them off our list.

COME ON, FELLOWS! GIVE US A HAND!

A. B. COFFMAN,
Chairman, Competition Com.,
326 W. Madison St., Chicago.

started home on his motorcycle. He registered for class 1, M. and A. T. A. Long Distance Tour medal, which he will receive on completion of his trip within three months. Mr. Tennant Lee of Los Angeles, California, gave him a good send off and he is well on his way at this writing. Let us hope he successfully dodges Old Man "Detour" on his trip.

Eric Brattstrom, M. and A. T. A. Member No. 18,276, of West Orange, N. J., and Lester Pillington, M. and A. T. A. Member No. 19,466, of the same city, have registered for the class 1, transcontinental M. and A. T. A. Long Distance Tour and are now on their way to Los Angeles, California. By completing their tour within three months they will each receive from the Motorcycle and Allied Trades' Association an attractive medal, an award showing they have made the tour.

New Referee in Pittsburgh

The Western Pennsylvania Motorcycle Dealers' Association, headquarters Pittsburgh, have elected J. W. Lawson of Pittsburgh their official referee and his certificate of appointment is now in his possession. His territory is west of a line running north and south through the towns of Smithport, Ridgeway, Clearfield and Bedford. Mr. Lawson is highly thought of by the entire motorcycle trade who know him and that competition he directs will be handled impartially goes without saying.

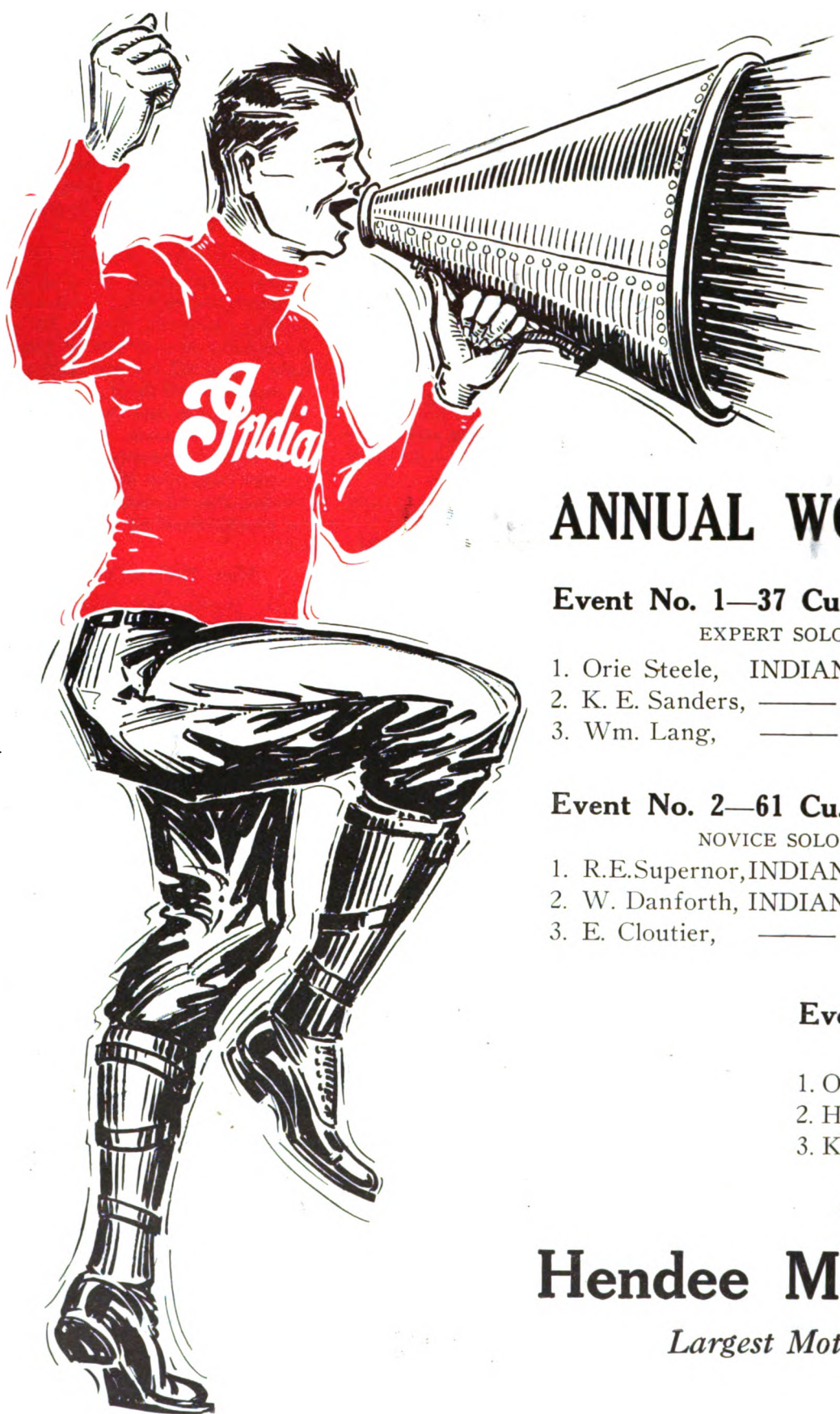
FACTORY LIABLE FOR RACER'S INJURIES

A RULING of importance to motorcycle race participants has been handed down by C. W. Bosler, of Philadelphia, Pa., state compensation referee for the Pottstown district, in the case of Matthew A. Neil against the Reading Standard Company. Neil was employed by the defendant to test and drive motorcycles in races, his compensation to include whatever prize money was awarded to him in races. Last summer, in a race at Pottstown, a one-mile dirt track, he met with an accident in which he sustained a skull fracture and other injuries. The referee decides that he is entitled to \$100 for medical and surgical expenses, and \$12 weekly compensation during his disability.

HIS EPITAPH

Here lies the body of Willie Shea;
He died maintaining the right-of-way.
He was right—dead right—
as he drove along.
But he is just as dead
As if he were wrong.

—Exchange.



BRO

ANNUAL WORCESTER H

Event No. 1—37 Cu. In.

EXPERT SOLO

Previous
Record

- | | | |
|------------------------|------|------|
| 1. Orie Steele, INDIAN | 15.2 | 16.1 |
| 2. K. E. Sanders, ——— | 15.5 | |
| 3. Wm. Lang, ——— | 15.6 | |

Event N

- | |
|-------------|
| 1. Orie Ste |
| 2. E. F. Ro |
| 3. R.E. Sup |

Event No. 2—61 Cu. In.

NOVICE SOLO

- | | | |
|--------------------------|------|------|
| 1. R.E. Supernor, INDIAN | 9.7 | 10.8 |
| 2. W. Danforth, INDIAN | 11.5 | |
| 3. E. Cloutier, ——— | 12.2 | |

Event N

- | |
|-------------|
| 1. Orie Ste |
| 2. E. F. Ro |
| 3. R.E. Sup |

Event No. 5—80 Cu. In.

EXPERT SIDE CAR

- | | |
|-------------------------|------|
| 1. Orie Steele, INDIAN | 14.5 |
| 2. H. P. Putnam, INDIAN | 15.1 |
| 3. K. E. Sanders, ——— | 15.9 |

Hendee Manufacturing

Largest Motorcycle Manufacturer

Springfield, Mass.

For assurance of prompt attention to your wants, mention *Motorcycle and Bicycle Illustrated*

Indian

ON EVERY EVENT

EVERY HILL RECORD

CLIMB, WORCESTER, MASS., APRIL 19, 1922

61 Cu. In.

RT SOLO	Previous Record
INDIAN 9.3	10.3
INDIAN 9.7	
INDIAN 10.0	

80 Cu. In.

RT SOLO	Previous Record
INDIAN 9.0	9.9
INDIAN 9.5	
INDIAN 9.6	



Company

World

Orie Steele and INDIAN

A pair you cannot beat

What Motorcycle Clubs and Riders Are Doing

SAN FRANCISCO IS NO. 142

Chicago—Chairman A. B. Coffman, of the M. & A. T. A. Competition Committee, has issued charter No. 142 to the San Francisco Motorcycle Club.

M. M. A. GYPSY TOUR

Worcester, Mass.—Watch out for the announcement of the Old Orchard Beach Party on June 17, the Gypsy Tour date of the Massachusetts Motorcycle Association. "For the benefit of the Massachusetts riders who do not belong to the M. M. A., we would like to respectfully inquire if it is not about time you sent in your \$2.00?" says Secretary E. W. Davis, 14 Stearns street, Worcester, Mass.

LANCASTER CLUB PROGRAM

Lancaster, Pa.—The Lancaster Motorcycle Club has the following events in the hands of committees: Hill climb, endurance run, two-day Gypsy Tour to Johnstown, Pa., and Sunday runs every two weeks. Harrisburg, Pa., Reading, Pa., Delaware Water Gap, Washington, D. C., Baltimore, Md., Cumberland, Md., Valley Forge, Pa., Allentown, Pa., and Sunbury, Pa., are among the places to be visited.

CHICO GYPSY TOUR

Chico, Cal.—A. B. Roos, proprietor of the Model Cyclery, Chico, Cal., says that the Chico Club is planning to participate in the Gypsy Tour, posters for which are now distributed widely in Northern California, thanks to the generosity of the U. S. Rubber Co. The Vallejo Service Men's Motorcycle Club, of Vallejo, Cal., had a run to Calistoga recently and on returning, assembled at the club rooms for hot coffee and "eats."

HARRISBURG CLUB RUNS

Harrisburg, Pa.—The Harrisburg Motorcycle Club held its first official sociability run on Easter Sunday. There were twenty-seven sidecar outfits and two solos in line. The run was from Harrisburg to Halifax and return, about 58 miles in all, over a new concrete road. Cutouts closed was the rule. The next run will be April 30, to York, Pa., via Dillsburg, return by Chickies Rocks. The club invites clubs and riders when in Harrisburg to make themselves at home.

FORT WAYNE PERFECTS PLANS

Ft. Wayne, Ind.—The Ft. Wayne Motorcycle Club members are pushing plans to completion for the sectional endurance run May 7. Entries and inquiries from all sections of the country are coming in every mail. Word from South Bend and Toledo is that they will be on the job to show the riders in and out of their cities. Official referee, Roy Stirk, has his checkers all lined up for the different points along the route, and Beecher Parks, the club's secretary, has a news reporter listed to ride with him as sidecar passenger.

JOIN FORCES FOR CLIMB

Port Jervis, N. Y.—At a meeting Saturday night, April 15, the Triple City Club of Easton, Pa., decided to affiliate with the Tri-State Club of this city in putting over the first annual climb for Easton and the sixth annual for Port Jervis. The date set is June 18, Gypsy Tour Day.

It was decided to hold the combined climb at Martin's Creek, located about six miles out on the State road from Easton. The hill is known as Brodt's Hill. It is 300 feet and has a slope of from 60 to 65 degrees. The ground is made up of shale and clay. Committees have been appointed to take care of the details.

SANCTIONS ISSUED

Chicago—The following sanctions have been issued by Chairman A. B. Coffman, of the M. & A. T. A. Competition Committee:

- Race Meets—
- April 30—Alamo City Motorcycle Club, San Antonio, Tex., sanction No. 612.
- May 30—J. F. Kunce & Son, Loveland, Colo., sanction No. 614.
- Endurance Run—
- July 15—Du Bois Motorcycle Club, Du Bois, Pa. Route—Du Bois to Lock Haven and return, passing through the following towns: Curwensville, Clearfield, Phillipsburg, Port Matilda and Bellfonte. Sanction No. 613.
- Economy Test—
- April 22—William N. Burnett, Providence, R. I., sanction No. 615.

TRAINED ON A MOTORCYCLE

Minneapolis, Minn.—Sig Houghdahl, who recently smashed the world's record for automobiles at Daytona Beach, Fla., is an old Indian rider from Albert Lea, Minn. He rode an eight-valve to a win at opening of "Twin City" Speedway a few years ago.

NEW MELBOURNE-SYDNEY RECORD

Sydney, Australia—Beating the fastest long distance train in the Southern Hemisphere by 12 minutes and the fastest previous motorcycle record by 38 minutes, Allan Sadler with an Indian Standard Power-plus motorcycle has just made the 567 mile journey from Melbourne to Sydney in 17 hours and 33 minutes, as against 17 hours 45 minutes by the Melbourne-Sydney express. Some places there were no roads at all, but ploughing his way through sand, with the temperature at an average of 109 degrees, Sadler made the 567 miles on a set schedule, never deviating three minutes at any time. The tool box was never opened during the trip. Not one moment was lost for adjustments or repairs.

LOOKING FOR TROUBLE

San Francisco, Cal.—Ever heard of the "Appeal Ramblers"? They're the fastest baseball team among motorcycle riders of the Pacific Coast. Every man on the sleeve of his baseball clothes carries the letters "G. G. M. C." which stands for Golden Gate Motorcycle Club. Fred Abraham, manager of the Appeal Manufacturing and Jobbing Co., San Francisco, made big concessions in supplying the uniforms. The Appeal deals in Rambler bicycles, so the name has a double-barrelled action. The baseball club played five games on successive Sunday motorcycle runs, and won them all. The last run was to Santa Cruz, Cal., where the local baseball team has a lot of men who play in Coast leagues. The Ramblers lost out, but it was a good game.

The Appeal Ramblers are out for a match with Southern California baseball-motorcycle men, on the Gypsy tour, to Pismo Beach.

CANADIAN HILL CLIMB

Toronto, Canada—Arnold O'Donnell, astride a Henderson DeLuxe motorcycle, won both the open stock and free-for-all events at the Toronto hill climb. In the free-for-all contest he fought out a tie with Walter Andrews, the Toronto Harley-Davidson distributor. An interesting fact was that an English mount was the victor in the event for lightweight machines, this being a Triumph, which was ridden by St. George. Sheppardson, on a Reading Standard, won in the climb for private owners.

The results:

Lightweight Class—One, St. George, Triumph, 16 3/5 seconds; two, Horacheek, Indian, 18 seconds.

Private Owners—One, Sheppardson, Reading Standard, 14 seconds; two, Blackhall, Harley-Davidson, 14 1/5 seconds; three, Robb, Indian, 15 2/5 seconds.

Open Stock—One, Arnold O'Donnell, Henderson, 11 seconds; two, Brown, Harley-Davidson, 12 seconds; three, Orange, Reading Standard, 14 3/5 seconds.

Free-For-All—One, Arnold O'Donnell, Henderson, 11 seconds; Walter Andrews, Harley-Davidson, 11 2/5 seconds; Brown, Harley-Davidson, 12 1/5 seconds.

TWIN CITY TREASURE HUNT

Twin Cities, Minn.—The Twin City Motorcycle Club held a treasure hunt as its first event of the season. Fifty enthusiasts and 35 machines were on hand, each and every one with the desire to qualify for Captain Kidd's honors. Only five of the starters reached the first treasure without going off the trail. The solo riders lit out like a gang of wild men and when it came time to turn they were thinking of the tire or tube at the snow plow. One nut in a Ford chased the riders on a crooked course for a mile or more and when he was able to overtake them he asked if it were true that a Meteor had fallen, and were the motorcyclists looking for the hole it made. Treasures were hidden in vacant lots, parks, and back of billboards.

READING CLUB RUNS

Reading, Pa.—The Reading Motorcycle Club held a club run to Lebanon April 16, to look over some of the hills at that place. It looks like as if the third and last Inter-City Hill Climb between the Reading and Harrisburg Clubs will be held at that place, as this event must be held on neutral grounds. Lebanon is convenient to Reading, Harrisburg, Lancaster, York, and other surrounding towns. Each club has won one climb. All preparations are complete for the annual Spring run to Wilkes-Barre and return, Sunday, May 7. This is about 250 miles. The committee announces a cup up for the out-of-town club having the most entries. There will also be over \$200 worth of prizes distributed besides cups and medals. Entries should be sent to Armour Anderson, R. F. D. No. 1, Reading, Pa.

AUSTRALIAN COMPETITION

Sydney, Australia—The third annual 24 hours' reliability trial of the Motorcycle Club of New South Wales, which took place over a course of 416 miles it attracted 23 starters, of whom 13 fell by the wayside and did not complete the course. The course was a triangular one, from Sydney down the South Coast as far as Nelligen, Bateman's Bay, 193 miles, thence over Clyde Mountain through Braidwood to Goulburn, 280 miles, and back to the starting point. The machines ridden ranged from a 2 1/4 h. p. two stroke James to a powerful Indian or Harley-Davidson sidecar outfit, and among the competitors were such famous record breakers and champions as Tom Benstead, Charlie Wood, Claude Sainty, Les Palmer, etc. Of the nine riders who finished, so far as could be ascertained before reports from Control officials were received, F. H. Howarth, 6 h. p. Zenith; E. Williams, 2 1/4 h. p. Douglas; W. A. Thomas, Harley-Davidson and sidecar; S. Stuart, Harley-Davidson; C. Woods, Harley-Davidson sidecar, and T. Benstead, Harley-Davidson sidecar, got through without loss of points on any score. P. Williams, Excelsior sidecar; H. R. Hodgson, Harley-Davidson, and T. R. Burrows, Harley-Davidson, were all penalized, but the actual penalties have not yet been given out by the judges.

The annual reliability trial of the Motorcycle Club of New South Wales from Sydney to Lithgow resulted in a win for F. Howarth, 6 h. p. Zenith, who lost no points. G. M. Barker, Excelsior and sidecar, was second, and R. Cunliffe 2 1/4 James, third. The distance was about 90 miles, and involved crossing the Blue Mountains.



Frank Engel, a Syracuse, N. Y., business man who has become a Neracar enthusiast

With the Trade

M. AND A. T. A. DIRECTORS MEET

Buffalo, N. Y.—There will be a meeting of the directors of the M. and A. T. A., in Buffalo, N. Y., Hotel Lafayette, 10:00 a. m., Friday, May 5. Questions of importance to be settled at this meeting are next year's show and location of the National Motorcycle Rally.

HOLLAND ORDERS 300 SCOUTS

Springfield, Mass.—Last week the Hinder Export Department received a letter from Handelmey R. S. Stokvis & Zonen, distributing agents for Holland, requesting shipment via the first steamer of 300 1922 Indian Scouts.

INCREASE SLOW IN SHANGHAI

In 1913 four motorcycles were registered in French Shanghai. Next year it was five; 1915, six; 1916, seven; 1917, eleven; 1918, 16; 1919, 18; 1920, 31; 1921, 34.

RUSSIANS CHANGE RULINGS

New York City.—According to an Associated Press dispatch from Moscow, dated April 12, the Council of Commissars has restored the right of private ownership of automobiles in Russia and has announced that the importation of automobiles, motorcycles, bicycles and accessories will be permitted through the Foreign Trade Commissariat.

KELLNER VISITS TORONTO

Toronto, Can.—L. J. Kellner, sales manager of the Ace Motor Corporation, Philadelphia, was a visitor in Toronto last week. He called on Manager Brand of the Toronto Motorcycle and Bicycle Company, 47 Queen Street East, Ontario distributor for the Ace. Mr. Kellner also looked up several other Toronto motorcycle tradesmen. The Ace is already doing well in Ontario.

WHY WEBBER SMILES

New York.—Cal Webber, Hendee representative in the Metropolitan District, is going around showing every one a letter he received Monday morning from the Six Stern Bros. It reads like this: "Calvin R. Webber. Dear Sir: We take great pleasure in informing you of the wonderful success we had with the new finance plan. The first two days we sold twelve motorcycles we could not have sold without it. Our customers like it and say the charges are reasonable. This plan is the greatest assistance the Indian factory has ever given its dealers. Congratulations!"

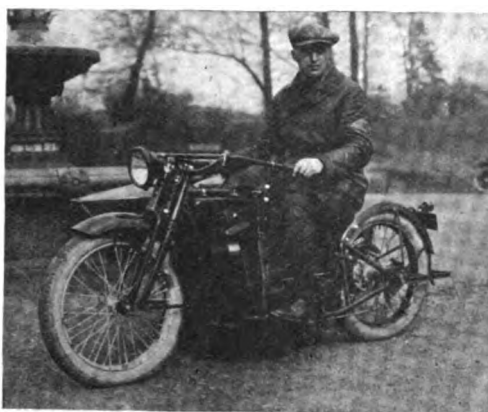
GOODYEAR EXPORT CO.

Akron, Ohio.—Goodyear Tire & Rubber Co. has formed an export company with capitalization of \$10,000. Officers are the same as those of the parent organization. Formation follows along lines of B. F. Goodrich export company. This new company, as well as that of the Goodrich Co. and many other indications apparent in Akron, point to increased interest in the rubber industry in foreign trade. Goodyear and others doing export, business report business in foreign countries, especially in the British Empire, continues to show improvement.

BOSCH GUARANTEE SERVICE

Springfield, Mass.—The American Bosch Magneto Corporation has instituted a new plan for rendering guarantee service, which

includes the registration directly with the company and its official representatives of all Bosch electrical units as soon as they are put in service. When a motorcycle or other product equipped with Bosch electrical apparatus is sold, the dealer fills out a post card and mails it to the American Bosch Magneto Corporation or one of its branches. This card gives the name and address of the purchaser as well as that of the dealer; also the date of sale, make and model of the vehicle or other product sold, and the type and serial numbers of the Bosch products sold with it. Upon receipt of this information, the Bosch Corporation registers the Bosch instruments, advising both the dealer



E. W. Fish, former Goodyear Tire Missionary, who has joined the sales force of the Ace, traveling New York State

and purchaser of that fact, and furnishes the purchaser with an identification card which entitles him to free service at any Bosch service station during the guarantee period. The purchaser of the vehicle or engine is furnished with a complete list of official service stations of the American Bosch Magneto Corporation.

*Mr. Manufacturer,
The Time
Is Now!*

IF you sit tight the season will pass with no chance for business.

The manufacturer who does not advertise now confesses failure and lack of confidence in his industry.

Create business by going after it. Back up your dealer. Don't expect him to be an optimist when you indicate that you are pessimistic!

Pep up your organization by advertising. The morning mail is always bulkier when you are advertising.

Advertise in **MOTORCYCLE AND BICYCLE ILLUSTRATED**, "America's Greatest Cycling Magazine." It will help two ways: 1. To get and hold the dealer. 2. It **HELPS** the dealer, for the riders also see the advertising.

Advertising makes the parable of bread cast on the waters come true.

PRAISE FOR D. P. HARRIS

Los Angeles.—The Appeal Accelerator for April has the following to say about Mr. D. P. Harris, head of the D. P. Harris Hdw. & Mfg. Co.:

"D. P. Harris, of the D. P. Harris Hardware & Manufacturing Co., New York City, was an Appeal caller early in April on one of his regular trips to the west coast. Mr. Harris, who has a roller skate factory in Pennsylvania, and a bicycle factory in New York, and various other plants, is a radiator of enthusiasm and a motor of energy and a producer of good business and lots of it. Other jobbers and manufacturers grow old, but D. P. seems to grow younger all the time, and he keeps all his establishments running full blast, no matter whether there is war, earthquakes, or any other thing that disturbs the rest of us."

TWO HENDEE POSTERS

Springfield, Mass.—The Hendee Mfg. Co. has issued two striking one-sheet window posters for the use of their dealers. One sets forth the joys of motorcycling and invites the prospect to take advantage of a practical demonstration "as free as air." It is illustrated with scenic halftones. The other shows Floyd Clymer going over the top at Capistrano Hill, and a halftone of him on his Indian Scout, with which he won the expert 37 class in addition to setting a new record of over the top for 61 motors without tractor equipment. Both are printed in red and black.

MOTOR WHEELS GO GOOD

Indianapolis, Ind.—Sales Manager H. H. Dugdale, of the Briggs & Stratton Company, reports that business is picking up to a wonderful extent, and that the new prices on motor wheels announced in March, with increased discounts to the dealers, have brought orders in quantities. The factory is at present some few days behind in delivery schedule. "It looks like a very good year to us," says Dugdale, "as our old dealers are not only starting out the season with a bang, but we are getting very many new dealers, most of these being high-grade business men, who are real Go-Getters."

WIGWAM VISITORS

Springfield, Mass.—Among the recent visitors to the Wigwam at Hendeerville are: "Ted" Buck of Troy, New York; George N. Holden of Boston, Mass.; L. A. Peterson of Waterbury, Conn., and H. B. Feile of Nyack, N. Y. E. F. C. Hines, Indian representative for over 10 years at Christchurch, New Zealand, was a welcome guest at the Wigwam in Springfield on the 21st and 22nd. Mr. Hines spent considerable time in the factory and was taken for a trip throughout this section.

SHUGART IS ADVANCED

New York.—At the recent organization meeting of the directors of the United States Rubber Company, George S. Shugart, vice-president and general sales manager of the United States Tire Company, was elected a second vice-president of the United States Rubber Company.

ROLLFASTS FOR CAPITAL POLICE

New York City.—The D. P. Harris Hdw. & Mfg. Co. has received another order for Rollfast bicycles from the Washington, D. C., Police Department. This makes the fourth order of bicycles received from the capital force for Rollfast bicycles and the second in two months.



Mildred Parker, aged 3, takes place of honor in Norfolk, Va., parade

Norfolk, Virginia, Falls in Line with St. Onge

FRED ST. ONGE met with an enthusiastic reception at Norfolk, Va., on Monday, April 10th. W. B. Grover, the local jobber, and A. Goodrich lined up H. H. Frizzell, C. D. McDowell, H. Ginsburg, J. H. Pittman, A. L. Russell, O. Wagenheim, W. F. Caven-der, J. P. Morse, P. M. Cuthrell, Geo. L. Evans, B. McDaniell, J. S. M. Harrison, L. S. Hudgins, W. H. Grover and L. L. Cuthrell, and 7:30 was the time set for a meeting that evening and at the headquarters of W. B. Grover, where the genial jobber had provided some smokes and drinks (soft, of course). After the party had a look at Fred's scrap book, which is rather weighty with publicity, it was decided that it was time for Norfolk to follow the pace set by other cities. Money for paid advertising was appropriated by 14 dealers and they were off. The \$189 collected paid for four display ads in two papers, the *Ledger Dispatch* and *Virginia Pilot* and nearly 100 column inches of free reading matter was given by the papers in addition to this.

St. Onge obtained permission to visit the schools. Six schools were covered and no less than 2,500 pupils were shown what a bicycle means to their young lives. At one school a special 20-minute recess was taken for the purpose of having the scholars listen to and witness a demonstration in the benefits of cycling. Studies were set aside and the scholars paraded out to the yard for this

occasion, something unusual in the course of a day's study. W. E. Rogers of the New Departure Co., and J. S. M. Harrison of the A. Goodrich Co., Inc., of Norfolk, were guests for the occasion.

Geo. L. Evans, with a store at Ocean View, made arrangements for a visit to his store and the local school during the week. Over 450 pupils were waiting for the visit of St. Onge to the school and after the demonstration 38 riders followed to the store of Evans where refreshments were served to the boys and girls. Evans had a bill board covered with photos from the trade papers covering the activities of the C.T.A. representative each week along his tour (a great idea, the photos in the trade papers attract a lot of attention, try this in your own town).

Saturday morning was the time set for the social ride and parade. Over 400 riders were in line at 10:30 when the start was made from City Hall and hundreds of people were on hand. Geo. L. Evans came in from Ocean View with 30 riders, the youngest rider in the parade and the oldest. Henry Calvin Broughton, five years old, rode the whole distance, ten miles, in and out, besides riding in the parade.

Mr. L. A. Galpin, 72 years old, was also in this division. One of the great hits of the stunts at the park was the introduction of little Mildred Parker, 3 years old, who rode a velocipede and attracted much attention.

Probably one of the best things along the route of St. Onge so far was the presentation by W. E. Rogers of the New Departure Co. to the 400 and more riders a quantity of horns just as the start was to be made.

Vic Sandeen of Chicago Cycle Supply Co., R. V. Davis of Continental Rubber Works, and W. E. Rogers, New Departure, rode bicycles with the dealers in the parade. Pete Morse, local dealer, had a very fine triplet at the head of the line. W. B. Grover and A. Goodrich drove service cars, while nearly all the other dealers rode bicycles and patrolled the route. Morrow Brake Co. supplied some very fine pennants marked "Lieutenant." They were a great help to the riders. Mr. R. W. Bush, the York, Pa., jobber, was on hand. Mr. L. S. Hines of the Haverford Cycle Co.'s local branch, and Mrs. St. Onge took care of the girls at the park.

Ashworth & McDaniell, Geo. L. Evans, B. F. Farrell, Frizzell Bros., A. Goodrich, Inc., W. B. Grover, Haverford Cycle Co., T. J. Henderson, E. Lowder, J. M. Meredith, J. P. Morse, O'Neill-Barry Co., J. H. Pittman, J. Vandeberry were names of dealers appearing in collective advertising during the week.



Some of the kids at Norfolk, Va., City Park

Everything is in Readiness for Bicycle Week

EXECUTIVE SECRETARY McCARTHY of the Cycle Trades of America says everything is in readiness for National Bicycle Week. Newspapers in many of the cities to run the C. T. A. ad during National Bicycle Week have secured a number of cuts for the dealers in those towns; and, according to present indications, many full pages are expected. The Elkhart, Ind., *Truth* says it is preparing to run a full page of ads. The Muskatine, Ia., *Journal* will have a full page. The Buffalo, N. Y., *Courier* and *Enquirer* are planning to have full pages. The La Crosse, Wis., *Tribune* is expected to have a three-quarter page. The *Post-Standard* of Syracuse, N. Y., will run a full page. The New Haven, Conn., *Times-Leader* reports that the dealers are being solicited for a complete page. The Chico, Cal., *Enterprise* believes it will have success in getting the local dealers to tie up with a full page. The Knoxville, Tenn., *Journal Tribune* has ordered more than a dozen mats and says: "We are anticipating some big advertising during National Bicycle Week." The Birmingham, Ala., *Post* is arranging to run a full page, and the *Bisbee Daily Review*, Bisbee, Ariz., will carry a number of ads.

The dealers of Douglas, Ariz. are expected to tie-up nicely with the C. T. A. ad. and the *Daily International* has ordered a number of mats for their use. Rock & Young, enterprising dealers of Marysville, Cal., will arrange with four other dealers to advertise generously in the *Marysville Democrat* and they look for good business during National Bicycle Week. The bicycle dealers of Pasadena, Cal., ordered the *Pasadena Star-News* to secure mats to tie with the C. T. A. ad. and the dealers of Santa Ana have instructed the *Register* of that city to do likewise.

The Hartford, Conn., *Courant* will run a two-page series of advertisements for the local dealers, in addition, much publicity will be given the bicycle in the way of interesting news items. The *Morning Record* of Meriden, Conn., will be advertised in good style by the local dealers and the Waterbury, Conn., *American* will handle dealer advertising for that city. The Jacksonville, Fla., dealers will, as usual, advertise in one or more full pages and the *Florida Metropolis* of that city will carry most of it. Boise, Idaho, will see some good advertising in the *Capitol News*. The Boise Cyclery Company will occupy most of the space. Several cuts have been obtained by the

Commercial News of Danville, Ill., for the use of the local dealers, to link up with the C. T. A. ad. That city has always supported National Bicycle Week in the way of one or more full pages and it is believed it will repeat again this year.

The Evansville, Ind., dealers are planning to do extensive advertising and the *Courier* will feature most of it. Richmond, Ind., plans to feature National Bicycle Week in newspaper advertising on an elaborate scale and the *Richmond Palladium* has secured more than a score of mats. The live wire dealers of Terre Haute, Ind., are expected to advertise quite freely and the *Tribune* will carry most of it. Cedar Rapids' hustling dealers have taken a full page in the *Republican Times*. Cedar Rapids has always been on the top in celebrating National Bicycle Week and the dealers appreciate the value of newspaper advertising. The *Evening Gazette* is also slated to carry much of their advertising that week.

That Augusta, Maine, is a good bicycle city is shown by the order sent in by the *Kennebec Journal* for all the mats of series "C." A full page of ads is expected to be run as a result. The *Express* of Portland, Me., has secured a complete set of mats for the Portland dealers and the dealers are expected to repeat the generous advertising done in previous bicycle weeks by taking one or more full pages.

Other cities, with newspapers, where pages are expected to be run are: Fall River, Mass., *Herald*; Lowell, Mass., *Courier Citizen* and *Leader*; Springfield, Mass., both *Union* and *Republican*; Flint,

Mich., *Daily Journal*; Saginaw, Mich., *News-Courier*; Duluth, Minn., *Herald*; Lewiston, Mont., *Democrat News*; Lincoln, Nebr., *State Journal* and the *Lancaster County Citizen*; Newark, N. J., *Star-Eagle*; Dunkirk, N. Y., *The Grape Belt*; Jamestown, N. Y., *Journal* and *Morning Post*; Oil City, Pa., *The Derrick*; Chester, Pa., *Times and Republican*; Kingston, N. Y., *Freeman*; Rochester, N. Y., *Democrat-Chronicle*; Canton, O., the *Repository*; Salem, O., *Daily News*; Middletown, O., *Journal*; Eugene, Ore., *Daily Guard*; Reading, Pa., *Eagle*; Providence, R. I., *Journal and Evening Bulletin*; Westerly, R. I., *Daily Sun*; El Paso, Tex., *Herald*; Richmond, Va., *News-Leader*; Racine, Wis., *Journal News*; Sheboygan, Wis., *Press Telegram*; and Galesburg, Ill., *Republican-Register*.

Aside from the above towns, many requests for mats from dealers throughout the country have been received, and in a good many of the cities where the newspapers will carry the C. T. A. advertisement, the papers did not bother sending in for cuts as they already had a complete supply on hand from previous campaigns.

The value of bicycle racing as a sales stimulant is being recognized more and more each day and in addition to the races scheduled for National Bicycle Week mentioned in previous issues, the following applications have been received:

West Palm Beach, Fla., where the Murphy Cycle Company of Miami, Fla., who recently took over the Sparr Cycle Company, will stage a series of races under the direction of C. H. Mitchell;



The Division Cyclery, 243 Division Street, New York, with Harry Sukon, proprietor, in the doorway

Frank L. McKinney, a Wilmington, Del., dealer, will put on a sociability run; Dayton, Ohio., races under the direction of W. F. Meyers, the hustling dealer, and eleven prizes have been allotted to him; the Y. M. C. A., of Ellensburg, Wash., has been given ten prizes for a series of bicycles races May 6 and it is being supported by the Central Machine Works and details are being handled by Kenneth E. Sturgis, Boys' Secretary and some interesting races are looked for; the Brooklawn Wheelmen, of Bridgeport, will stage several bicycle races Sunday, May 7, and are being assisted by H. H. Leopold, one of Bridgeport's live wire dealers. Bicycle racing in Bridgeport has received much impetus the past couple of years with the City Recreation Board establishing a dirt track at Sea Breeze Park, and there are usually several thousand persons on hand when races are held.

Besides the bicycle races scheduled in Chillicothe, O., April 30, there will also be a parade staged some time during the week as well as a kite contest. Hand-some prizes will be awarded to the winners in the parade and the kites will carry ads bearing the name of the Chillicothe Bicycle Store, under whose auspices the affair will be held. A series of races will also be staged May 30.

The sociability run to be put on April 30 by the *Boston American* is being given much publicity and the names of all the donors of prizes are listed each day. The parade will go through a circuitous route to Franklin Park where various bicycle contests will be put on for the edification of the participants and spectators. A 75-piece band has been engaged to give a concert at the park and present reports indicate that close on to 10,000 persons will be in line when the starting signal is given.

ROCHESTER DEALERS ACTIVE

NATIONAL BICYCLE WEEK will be fittingly observed in Rochester, N. Y. Elaborate arrangements have been made by the Rochester Cycle Dealers' Association, composed of the leading bicycle dealers of that city, for making Bicycle Week in Rochester "the best ever." It is planned to conduct races and hold a bicycle parade, prizes to be awarded for the best decorated bikes.

To stimulate interest in bicycling, is the big aim of the dealers, and no efforts will be spared to bring the two-wheeler before the public as never before. The Rochester *Times-Union*, one of the leading newspapers of Western New York, will have a special section with articles on bicycles and the sport. It will be in charges of Albert J. Moss, writer of bicycle and motorcycle news.

The bicycle is considered one of the best aids to good health by all the leading health and athletic instructors of Rochester. There was a time in Rochester when some of the most prominent men of the day rode bicycles. Some of them still

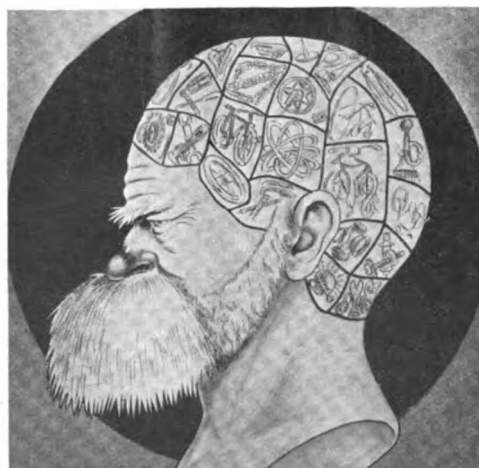
have their "old-timers" and occasionally one sees wealthy automobile owners forsake their motorized coaches for the bicycle.

There were many bicycle clubs in Rochester at one time. The Rochester Bicycle Club is the leading bicycle club at present. It is taking a lively part in bicycle doings. It has petitioned Park Commissioner William S. Riley to build a municipal bicycle track. It has urged him to repair the old track at Genesee Valley Park. Those in charge of the Rochester celebration of Bicycle Week are Anzel J. Beckwith, president of the Rochester Cycle Dealers' Association; Grover C. Ash, Arthur J. Rochow, Frazer B. Towner, and John Morgan.

DUTCH BICYCLE TRADE

CONSUL GENERAL GEORGE E. ANDERSON, Rotterdam, says: "There was a notable increase in Dutch imports of bicycles during the year 1921, which represents a great advance in the German trade in these machines, since the increase was made in spite of a marked decrease in the bicycle imports from Great Britain. The United States has had practically no part in this trade, though it has supplied a considerable portion of the imports of bicycle parts and accessories. The imports for the past two years have been as follows: Bicycles, 100,290; valued at \$1,814,935 in 1920, and 170,575, worth \$2,459,194, in 1921; bicycle parts, \$4,873,353 worth in 1920, and \$2,923,192 worth in 1921.

"The increasing popularity of bicycles in the Netherlands is quite evident. Germany had four-fifths of this trade in 1920 and about six-sevenths in 1921, while Great Britain has had the balance. A considerable number of the bicycles used in the Netherlands are of local manufacture, for which the parts are largely imported. Germany has furnished 61 and 63 per cent. of these parts, respectively, in the past two years; Great Britain, 33 and 27 per cent., and the United States supplying most of the balance."



A "brain study" of an old cycle fan. An artist's idea of what the brain of Ritchie, the "Tramp Cyclist," looks like

CALIFORNIA BICYCLE DAYS

THIS spring and summer will witness much amateur bicycle racing in California, both on the paved roads and on the rollers indoors.

Neighborhood racing as introduced extensively last year by Bicycle Missionary Charles Fuller Gates of the Appeal Mfg. & Jobbing Co. will be continued and where conditions permit there will be much road racing.

Santa Barbara, 100 miles up the Coast, now has two active bicycle clubs and each will have teams for team racing. Los Angeles' speedy amateurs are training regularly on the eight-lap board track.

Coronado, across the bay from San Diego, 135 miles down the Coast, now has a bicycle club with 200 members, many of which are adults. This club will have a big bicycle parade on May 6 and a 15-mile handicap road race around South Island on May 20 and will build an eight-lap cement bicycle track at Coronado Tent City.

At Long Beach, which is 25 miles south of Los Angeles and right on the Pacific, there are two war camps, each promoting road races. The next star event there is the handicap road race promoted by Frank S. Jones, the Dayton agent.

Most of the Dayton dealers celebrated Davis Day on April 22 with indoor races on the rollers but L. M. Wisser, at Anaheim, had an all-day program with a parade, road and street races and indoor roller races while on April 29 the Kern Cycle Co. will hold their annual Bicycle Day with neighborhood races.

Santa Ana schools have already held bicycle races on a new track at the High School Campus and will have roller races as soon as Bicycle Missionary Gates can spare a set of rollers. George C. Post, the Dayton agent, had roller races at Santa Ana on April 22.

A SPORTING PROBLEM

THE following has been sent to us for publication. Having wrestled with it for some time, and become dazed, we hand it over to our readers for solution—otherwise:—

The James Cycle Co., Ltd., run a can-teen club for their work people. A magnificent cup has been presented for an air gun shooting contest, which is at present held by Mr. Short's shop—the motor repairs section. Their leadership is now challenged by Mr. Sharpe's shop—frame building section—and one brainy member puts up the following question. Can you solve it? If Short's shop should shoot Sharpe's shop and Sharpe's shop should shoot Short's shop, should Sharpe's shop shoot Sharpe and Short's shop shoot short or should Sharpe's shot shoot short and Short's shop shoot Sharpe for a short sharp shoot. N.B.—Perhaps the police would like it for a test after "pinching" a man for speeding.—*Bicycling News*, London.

American Cycle Racing Records

Compiled by National Cycling Association Board of Control

Amateur Competition—Unpaced

Miles	Time	Holder	Place	Date
1/6	:20 4/5	P. O. Lawrence	Vailsburg, N. J.	Sept. 5, 1909
1/4	:28 1/5	D. McDougall	Newark, N. J.	May 30, 1913
*1/4	:29 3/5	M. L. Hurley	Vailsburg, N. J.	May 30, 1902
*1/3	:38 1/5	D. McDougall	Newark, N. J.	Sept. 9, 1914
*1/2	:55	D. McDougall	Newark, N. J.	July 15, 1914
*1/2	:55	Arthur Spencer	Newark, N. J.	Sept. 12, 1915
*1/2	:55	John L. Staehle	Newark, N. J.	June 24, 1917
*1/2	:55	Gus Lang	Newark, N. J.	May 17, 1918
*2/3	1:14 4/5	D. McDougall	Newark, N. J.	Aug. 17, 1913
*3/4	1:24 4/5	W. DeMara	Ogden, Utah	July 21, 1907
1	1:55 3/5	J. B. Hume	Salt Lake City	July 28, 1908
2	3:51	Hal McCormack	Salt Lake City	Aug. 13, 1909
*2	3:54	Anthony Young	Newark, N. J.	Sept. 26, 1920
3	5:57 1/5	A. Carter	Ogden, Utah	Aug. 3, 1905
*3	6:07	P. O. Lawrence	Salt Lake City	Aug. 4, 1906
5	10:11 1/5	Edward Mayer	Salt Lake City	Aug. 12, 1909
*5	10:26	J. B. Hume	Salt Lake City	Aug. 16, 1908
10	21:33	J. P. Lindley	New Haven, Ct.	May 30, 1902
15	35:32	G. H. Collett	New York City	May 30, 1900
20	45:40 2/5	E. Stauder	New Haven, Ct.	Aug. 5, 1900
25	1:00:39	Ed. W. Forrest	Vailsburg, N. J.	July 28, 1901
30	1:13:36	J. P. Jacobson	New York City	Aug. 25, 1899
40	1:39:56 3/5	J. P. Jacobson	New York City	Aug. 25, 1899
50	2:06:00 4/5	J. P. Jacobson	New York City	Aug. 25, 1899
75	3:30:36 1/5	W. Torrence	New York City	Aug. 25, 1899
100	4:57:24 2/5	W. Torrence	New York City	Aug. 25, 1899
1 hour, 24 miles, 1,472 yards,		G. H. Collett,	New York City	May 30, 1900

Amateur Against Time—Unpaced

Miles	Time	Holder	Place	Date
1/6	:16 1/5	Frank Cavanagh	Vailsburg, N. J.	July 2, 1911
1/4	:24 4/5	A. Crebs	Saltair, Utah	Aug. 1, 1908
1/3	:33 2/5	A. B. Simons	Deming, N. M.	May 26, 1896
1/2	:53 1/5	P. O. Lawrence	Salt Lake City	Aug. 8, 1908
2/3	1:21 1/5	J. G. Hell	Denver, Colo.	July 31, 1897
3/4	1:23 3/5	P. O. Lawrence	Saltair, Utah	Aug. 19, 1908
1	1:55	Parley Gilles	Saltair, Utah	July 28, 1908
2	4:09	Parley Gilles	Saltair, Utah	Aug. 19, 1908
3	6:25 3/5	Parley Gilles	Salt Lake City	Aug. 4, 1908
4	8:51 2/5	Parley Gilles	Ogden, Utah	Aug. 20, 1908
5	11:00	Parley Gilles	Ogden, Utah	Aug. 20, 1908

Amateur Competition—Tandem

Miles	Time	Holder	Place	Date
*1	1:51 4/5	Smith-Clayton	Salt Lake City	July 28, 1901
2	3:51 4/5	Brodbeck-Wright	Salt Lake City	June 18, 1909
3	5:47 2/5	Wilcox-McCormack	Salt Lake City	July 27, 1905
5	9:54	Redman-Redman	Salt Lake City	Aug. 4, 1908

Amateur Indoor (Flat Floor) Competition

Miles	Time	Holder	Place	Date
1/2	1:05 2/5	Ignatius Gronkowski	Buffalo, N. Y.	Mar. 6, 1920
3/4	1:35 3/5	Ignatius Gronkowski	Buffalo, N. Y.	Apr. 16, 1921
1	2:05 3/5	Ignatius Gronkowski	Buffalo, N. Y.	Mar. 18, 1922
1 1/2	3:16 3/5	Robert Schultz	Buffalo, N. Y.	Feb. 7, 1921
2	4:22 1/5	Ignatius Gronkowski	Buffalo, N. Y.	Mar. 19, 1921
5	11:52	Elmer Bundt	Buffalo, N. Y.	Dec. 17, 1921

American Road Records Unpaced—Amateur

Miles	Time	Holder	Place	Date
1/4	:35	W. C. Thompson	San Antonio, Tex.	May 18, 1917
1/3	:43 1/5	W. C. Thompson	San Antonio, Tex.	May 18, 1917
1/2	1:00 1/5	W. C. Thompson	San Antonio, Tex.	May 18, 1917
2/3	1:28	W. C. Thompson	San Antonio, Tex.	May 27, 1917
3/4	1:37	W. C. Thompson	San Antonio, Tex.	May 27, 1917
1	2:07 1/5	W. C. Thompson	San Antonio, Tex.	May 27, 1917
2	4:00 3/5	W. C. Thompson	San Antonio, Tex.	May 27, 1917
3	7:25 1/5	W. C. Thompson	San Antonio, Tex.	May 27, 1917
4	10:11 2/5	W. C. Thompson	San Antonio, Tex.	May 27, 1917
5	12:07 2/5	Eugene Aickelin	New York City	Sept. 14, 1919
6	14:38 2/5	W. C. Thompson	San Antonio, Tex.	May 31, 1917
7	17:12	W. C. Thompson	San Antonio, Tex.	May 31, 1917
8	21:34 1/5	W. C. Thompson	San Antonio, Tex.	May 31, 1917
9	22:59 2/5	Anthony Beckman	Ridgefield, N. J.	Sept. 12, 1920
10	25:46 4/5	Fred Laux	New York City	Sept. 14, 1919
15	41:25	Walter Jones	Stockton, Cal.	Aug. 17, 1919
20	55:45	Walter Jones	Stockton, Cal.	Aug. 17, 1919
25	1:09:10	Walter Jones	Stockton, Cal.	Aug. 17, 1919
35	1:35:50	Walter Jones	Stockton, Cal.	Aug. 17, 1919
40	1:48:50	Walter Jones	Stockton, Cal.	Aug. 17, 1919
45	2:02:15	Walter Jones	Stockton, Cal.	Aug. 17, 1919
50	2:16:00	Walter Jones	Stockton, Cal.	Aug. 17, 1919
60	2:57:15	Walter Jones	Stockton, Cal.	Aug. 17, 1919
75	3:35:40	Walter Jones	Stockton, Cal.	Aug. 17, 1919
80	3:56:00	Walter Jones	Stockton, Cal.	Aug. 17, 1919
100	4:52:00	August Nogara	Washington, D. C.	July 8, 1921
200	12:20:00	A. W. Evans	N. Brunswick, N. J.	Aug. 18, 1895
500	39:10:00	Will Brown	Val. Stream, N. Y.	Oct. 15-16, 1900

Hours	Miles	Holder	Place	Date
1	22, 5,206 ft.	Louis Rogow	Hartford, Ct.	Oct. 21, 1920
2	44.3	Walter Jones	Stockton, Cal.	Aug. 17, 1919
3	64.2	Walter Jones	Stockton, Cal.	Aug. 17, 1919
4	82.7	Walter Jones	Stockton, Cal.	Aug. 17, 1919
5	102.5	August Nogara	Washington, D. C.	July 3, 1921

In a time trial at Los Angeles, Cal., January 8, 1911, Fred T. Keefe, the Australian, made the following professional marks: 25 miles, 1:10:00 3/5; 50 miles, 2:24:00 3/5; 75 miles, 3:44:00; 100 miles, 5:02:00.

*Made in handicap

American Road Records Competition—Amateur

Miles	Time	Holder	Place	Date
1/4	:29 4/5	Anthony Desimone	W. Plains, Av., N. Y.	Sept. 5, 1915
1/3	:40 3/5	Courtney Peer	Plainfield, N. J.	Sept. 7, 1908
1	2:02	{ Henry Surman R. L. Guthridge S. C. Haberle }	Westfield, N. J.	Aug. 8, 1908
1/2	1:13	Arthur Nieminsky	Washington, D. C.	Oct. 9, 1921
3	6:57	Russel Lange	Davenport, Ia.	Sept. 18, 1921
5	11:22	Victor Hopkins	Davenport, Ia.	Sept. 18, 1921
20	45:22	A. E. Wahl	Buffalo, N. Y.	July 4, 1921
2	4:56 1/5	Jerome Steinert	Hicksville, L. I.	Sept. 3, 1911
10	23:08	Tom Bello	Floral Park, L. I.	Sept. 12, 1915
15	36:47 2/5	Robert S. Gerwing	Santa Ana, Cal.	May 25, 1918
25	1:01:39	Albert M. Krushel	Buffalo, N. Y.	July 4, 1917
50	2:14:00 4/5	Edwin Jensen	Floral Park, L. I.	June 20, 1915
60	2:46:00	Raymond Nelson	Atlantic City, N. J.	May 3, 1908
90	4:32:30	Emil Brakevelt	Rochester, N. Y.	Sept. 25, 1920
95	4:49:30	Emil Brakevelt	Rochester, N. Y.	Sept. 25, 1920
100	5:05:45 2/5	Emil Brakevelt	Rochester, N. Y.	Sept. 25, 1920
150	8:26:27	Jos. G. Kopaky	Floral Park, L. I.	May 5, 1912

Amateur Against Time—Motor-Paced

Miles	Time	Holder	Place	Date
1/4	:20 1/5	R. C. Holzel	Spokane, Wash.	Sept. 4, 1899
1/3	:29 2/5	R. C. Holzel	Spokane, Wash.	Sept. 26, 1899
1/2	:44 2/5	Geo. Leander	Indianapolis, Ind.	Sept. 29, 1900
1	1:13	Samuel Sulkins	Charles River Park	July 25, 1903
2	2:35 4/5	Louis Peterson	Buffalo, N. Y.	Aug. 18, 1915
3	4:28	Walter Smith	Vailsburg, N. J.	July 27, 1902
4	5:52 3/5	Walter Smith	Vailsburg, N. J.	July 27, 1902
5	7:07 2/5	Louis Peterson	Buffalo, N. Y.	Sept. 19, 1915
6	9:51 2/5	Joe Nelson	Vailsburg, N. J.	Oct. 5, 1901
7	11:28 4/5	Joe Nelson	Vailsburg, N. J.	Oct. 5, 1901
8	13:06 3/5	Joe Nelson	Vailsburg, N. J.	Oct. 5, 1901
9	14:43 2/5	Joe Nelson	Vailsburg, N. J.	Oct. 5, 1901
10	16:21	Joe Nelson	Vailsburg, N. J.	Oct. 5, 1901
11	17:58	Joe Nelson	Vailsburg, N. J.	Oct. 5, 1901
12	19:34 4/5	Joe Nelson	Vailsburg, N. J.	Oct. 5, 1901
13	21:12	Joe Nelson	Vailsburg, N. J.	Oct. 5, 1901
14	22:50	Joe Nelson	Vailsburg, N. J.	Oct. 5, 1901
15	24:26 4/5	Joe Nelson	Vailsburg, N. J.	Oct. 5, 1901
20	33:05 1/5	Joe Nelson	Vailsburg, N. J.	Oct. 5, 1901
25	41:27	Joe Nelson	Vailsburg, N. J.	Oct. 5, 1901
30	50:23 3/5	Joe Nelson	Vailsburg, N. J.	Oct. 5, 1901
35	59:00	Joe Nelson	Vailsburg, N. J.	Oct. 5, 1901

One hour, 35 miles, 1,055 yards.

Amateur Competition—Motor-Paced

Miles	Time	Holder	Place	Date
1	1:24 2/5	Samuel Sulkins	Providence, R. I.	Aug. 22, 1903
2	2:47 2/5	Samuel Sulkins	Providence, R. I.	Aug. 22, 1903
3	4:18 3/5	Samuel Sulkins	Providence, R. I.	Aug. 22, 1903
4	5:43 1/5	Samuel Sulkins	Providence, R. I.	Aug. 22, 1903
5	7:07 2/5	Samuel Sulkins	Providence, R. I.	Aug. 22, 1903
6	8:31 4/5	Samuel Sulkins	Providence, R. I.	Aug. 22, 1903
7	9:56 1/5	Samuel Sulkins	Providence, R. I.	Aug. 22, 1903
8	11:20 1/5	Samuel Sulkins	Providence, R. I.	Aug. 22, 1903
9	12:44 1/5	Samuel Sulkins	Providence, R. I.	Aug. 22, 1903
10	14:08 1/5	Samuel Sulkins	Providence, R. I.	Aug. 22, 1903
11	15:32	Joe Nelson	Vailsburg, N. J.	Oct. 20, 1901
12	16:55	Joe Nelson	Vailsburg, N. J.	Oct. 20, 1901
13	18:18 3/5	Joe Nelson	Vailsburg, N. J.	Oct. 20, 1901
14	19:41 4/5	Joe Nelson	Vailsburg, N. J.	Oct. 20, 1901
15	21:04 2/5	Joe Nelson	Vailsburg, N. J.	Oct. 20, 1901
20	24:52 4/5	Ray Duer	Berkeley Oval, N. Y.	Sept. 9, 1899
25	47:37	John Nelson	Montreal	Aug. 10, 1899
30	57:28 2/5	John Nelson	Montreal	Aug. 10, 1899
40	1:17:31 1/5	John Nelson	Montreal	Aug. 10, 1899
50	1:38:26 2/5	John Nelson	Montreal	Aug. 10, 1899
60	1:59:35 4/5	John Nelson	Montreal	Aug. 10, 1899
62	2:03:57 1/5	John Nelson	Montreal	Aug. 10, 1899

One hour, 31 miles, 460 yards, John Nelson, Montreal, Aug. 10, 1899.
Two hours, 50 miles, 430 yards, John Nelson, Montreal, Aug. 10, 1899.

Professional Competition—Unpaced

Miles	Time	Holder	Place	Date
1/4	:27 2/5	F. L. Kramer	Newark, N. J.	July 4, 1915
*1/4	:28 2/5	F. L. Kramer	Vailsburg, N. J.	Sept. 5, 1904
*1/3	:36 3/5	F. L. Kramer	Newark, N. J.	May 23, 1915
*1/2	:53	F. L. Kramer	Newark, N. J.	July 4, 1917
*2/3	1:10 4/5	Alfred Grenda	Newark, N. J.	Aug. 11, 1915
*3/4	1:21	F. L. Kramer	Salt Lake City	July 5, 1915
*1	1:45	R. J. McNamara	Newark, N. J.	Sept. 17, 1916
*2	3:38 1/5	A. J. Clark	Salt Lake City	Aug. 2, 1910
3	5:35 3/5	Iver Lawson	Salt Lake City	July 25, 1906
*3	5:46	Alfred Gouillet	Newark, N. J.	June 17, 1917
4	7:42 2/5	Wm. Hanley	Newark, N. J.	July 7, 1915
5	9:30	R. J. McNamara	Newark, N. J.	July 23, 1919
*5	10:15	W. S. Fenn	Vailsburg, N. J.	Aug. 25, 1901
10	20:07 1/5	R. J. McNamara	Newark, N. J.	Sept. 17, 1916
15	31:28 2/5	R. J. McNamara	Newark, N. J.	Aug. 20, 1916
20	42:23 2/5	Peter Drobach	Newark, N. J.	Aug. 8, 1917
25	53:38 3/5	R. J. McNamara	Newark, N. J.	Sept. 22, 1916

Professional Against Time—Unpaced

Miles	Time	Holder	Place	Date
1/6	:15 2/5	A. Crebs	Salt Lake City	July 4, 1911
1/4	:23 4/5	Iver Lawson	Salt Lake City	July 4, 1906
1/3	:33	A. J. Clark	Salt Lake City	July 24, 1912
1/2	:50 2/5	A. J. Clark	Saltair, Utah	Aug. 24, 1908
2/3	1:11 1/5	Alfred Gouillet	Salt Lake City	June 17, 1912
3/4	1:24 3/5	Alfred Gouillet	Salt Lake City	July 1, 1912
1	1:51	Alfred Gouillet	Salt Lake City	July 1, 1912

2	4:01 3/5	E. A. Pye	Salt Lake City	Aug. 28, 1910
3	6:00 1/5	E. A. Pye	Salt Lake City	Aug. 28, 1908
4	8:34 3/5	Saxon Williams	Salt Lake City	July 30, 1909
5	10:38	Saxon Williams	Salt Lake City	July 30, 1909
10	23:09 2/5	W. W. Hamilton	Denver, Colo.	July 9, 1898
15	35:03	W. W. Hamilton	Denver, Colo.	July 9, 1898
20	47:08 2/5	W. W. Hamilton	Denver, Colo.	July 9, 1898
25	59:13 2/5	W. W. Hamilton	Denver, Colo.	July 9, 1898

One hour, 25 miles, 600 yards. W. W. Hamilton, Denver, July 9, 1898.

Professional Competition—Tandem

Miles	Time	Holder	Place	Date
1	1:40 1/5	Grenda-Walker	Newark, N. J.	Sept. 6, 1914
*2	3:35	Grenda-Walker	Newark, N. J.	Aug. 2, 1914
3	5:19	Grenda-Hill	Newark, N. J.	June 9, 1915
5	9:44	Chapman-Lawson	Salt Lake City	July 3, 1901

Professional Competition—Human-Paced

Miles	Time	Holder	Place	Date
25	51:18 2/5	Alfred Grenda	Newark, N. J.	Aug. 31, 1921
50	1:49:08	Alfred Goulet	Newark, N. J.	Aug. 19, 1920

One hour, 28 miles, 19 yards. "Woody" Hedspace, Dayton, O., July 31, 1902.

1920 American Championships

N. C. A. Professional Sprint Championship, 1920

Name	1st	2d	3d	4th	Points
Frank L. Kramer	4	3	0	1	30
Ray Eaton	4	2	2	0	30
Willie Spencer	3	1	4	1	27
Arthur Spencer	1	4	1	4	23
Orlando Plani	0	1	2	1	8
R. J. McNamara	0	0	2	1	5
Alfred Goulet	0	1	0	1	4
A. J. Clark	0	0	1	1	3
Floyd Krebs	0	0	0	1	1
Alec McBeath	0	0	0	1	1

Points: First, 5; second, 3; third, 2; fourth, 1.

Kramer and Eaton rode to a tie. Eaton refused to ride off tie. Kramer rode around track and was awarded championship by default.

Middle distance championships: 25 miles, R. J. McNamara; 10 miles, Willie Spencer.

Former Professional Sprint Winners

1896-1897—E. C. Bald	1917—Arthur Spencer
1898—Tom Butler	1918—Frank L. Kramer
1899—Tom Cooper	1919—Ray Eaton
1900—Major Taylor	1920—Arthur Spencer
1901-1916—Frank L. Kramer	1921—Frank L. Kramer

N. C. A. Amateur Championship, 1921

Name	1st	2d	3d	4th	Points
Bobby Walthour, Jr.	3	2	0	0	21
Carl Hambacher	1	1	1	1	10
Willie Grimm	0	2	1	1	9
Larry Seuffert	0	1	1	1	6
Elmer Bundt	0	0	2	2	6
Fred Spencer	1	0	0	0	5
Chris Dotterweich	1	0	0	0	5
Carl Stockholm	0	0	1	1	2
Willie Beck	0	0	0	2	2

Points: First, 5; second, 3; third, 2; fourth, 1.

Former Amateur Sprint Winners

1890—Frank L. Kramer	1910-1911—Frank Blatz
1900—Willie Fenn	1912-1913—Donald McDougal
1901-1904—Marcus L. Hurley	1914—Harry Kaiser
1905—Matt Downey	1915—Hans Ohrt
1906—Charles Sherwood	1916-1917—John L. Staehle
1907—Willie Van den Dries	1918—Gus Lang
1908—Charles Stein	1919—Charles A. Osterritter
1909—Percy Lawrence	1920—Fred Taylor
	1921—Bobby Walthour, Jr.

Former Amateur Paced Winners

1900-1901—Joe Nelson	1902-1903—Samuel Sulkins
	1904—Discontinued

Professional Paced Championship, 1921

Rider	1st	2d	3d	4th	Points
Vincent Madonna, Providence, R. I.	31	10	12	9	218
Clarence Carman, Jamaica, L. I.	20	14	11	10	174
George Chapman, Newark, N. J.*	20	18	4	7	169
George E. Wiley, Syracuse, N. Y.	14	15	14	3	146
Juies Miquel, France	12	16	6	2	122
Charles Verkeyn, Belgium	9	13	12	4	112
George Seres, France	6	15	8	3	94
Percy Lawrence, San Francisco	5	9	4	1	61
Frank Corry, Australia	6	7	3	3	60
Frank Keenan, Revere, Mass.	6	5	3	0	51
Willie Coburn, Newark, N. J.	1	5	6	4	36
Menus Bedell, Newark, N. J.	2	2	5	1	27
Joe Mitola, Providence, R. I.	1	4	1	0	19
Vincent Markey, Passaic, N. J.	2	0	0	1	11
Ed Byron, Australia	1	1	1	0	10
Tommy Smith, Newark, N. J.	1	1	0	1	9
Willie Hanley, San Francisco	1	0	1	0	9
Humbert Norantonio, Providence, R. I.	0	1	2	0	7
Vito Cestone, New York City	0	2	0	0	6
Tommy Fitzsimmons, East Orange, N. J.	0	0	1	0	2
Gordon Walker, Australia	0	0	1	0	2

Points: First, 5; second, 3; third, 2; fourth, 1.

*Chapman won race that decided championship.

Former Professional Paced Winners

1900-1901—Harry D. Elkes	1914—Clarence Carman
1902-1903—Bobby Walthour, Sr.	1915—George E. Wiley
1904—Harry Caldwell	1916—Clarence Carman
1905-1906—Hugh McLean	1917-1918—George E. Wiley
1909-1911—Elmer Collins	1919—Clarence Carman
1912-1913—George E. Wiley	1920-1921—George Chapman

Professional Competition—Tandem (Human Paced)

Miles	Time	Holder	Place	Date
2	3:33	Kramer-Egg	Newark, N. J.	July 7, 1920

Professional Against Time—Motor-Paced

Miles	Time	Holder	Place	Date
1/4	1:18 4/5	S. H. Wilcox	Salt Lake City	June 18, 1913
1/3	2:27 4/5	J. S. Johnson	Nashville, Tenn.	Oct. 29, 1896
1/2	3:37 3/5	S. H. Wilcox	Salt Lake City	June 8, 1913
2/3	5:55	Ray Duer	Salt Lake City	Aug. 28, 1910
1	1:04 1/5	Menus Bedell	Philadelphia	June 30, 1917
2	2:00 4/5	Ray Duer	Los Angeles	June 27, 1909
3	3:13 2/5	Menus Bedell	Philadelphia	June 30, 1917
4	4:16 4/5	Menus Bedell	Philadelphia	June 30, 1917
5	5:18 2/5	Menus Bedell	Philadelphia	June 30, 1917
6	6:28 1/5	Ray Duer	Los Angeles	June 27, 1909
7	7:33 3/5	Ray Duer	Los Angeles	June 27, 1909
8	8:38 1/5	Ray Duer	Los Angeles	June 27, 1909
9	9:45 4/5	Ray Duer	Los Angeles	June 27, 1909
10	10:59 3/5	Menus Bedell	Philadelphia	July 7, 1917

Professional Hour—Motor-Paced

Hours	Miles	Yards	Holder	Place	Date
1	50	3	Harry Caldwell	Boston	Sept. 1, 1903
2	77	440	James Moran	Revere, Mass.	Aug. 8, 1903
3	106	900	Harry Caldwell	Revere, Mass.	Sept. 5, 1904
4	137	275	Hugh McLean	Revere, Mass.	Sept. 5, 1904
5	168	910	James Moran	Revere, Mass.	Sept. 5, 1904
6	197	220	James Moran	Revere, Mass.	Sept. 5, 1904
7	199	220	Chas. Turville	Salt Lake City	Sept. 15, 1901
8	218	440	W. F. King	Salt Lake City	Sept. 15, 1901
9	246	440	W. F. King	Salt Lake City	Sept. 15, 1901
10	265	...	W. F. King	Salt Lake City	Sept. 15, 1901
11	289	...	W. F. King	Salt Lake City	Sept. 15, 1901
12	312	880	B. W. Pierce	Waltham, Mass.	July 3, 1899
13	335	1,540	W. F. King	Salt Lake City	Sept. 15, 1901
14	355	...	W. F. King	Salt Lake City	Sept. 15, 1901
15	372	...	W. F. King	Salt Lake City	Sept. 15, 1901
16	397	220	W. F. King	Salt Lake City	Sept. 15, 1901
17	403	440	W. F. King	Salt Lake City	Sept. 15, 1901
18	416	...	John Lawson	Los Angeles	June 10, 1900
19	432	...	John Lawson	Los Angeles	June 10, 1900
20	450	1,540	John Lawson	Los Angeles	June 10, 1900
21	468	600	John Lawson	Los Angeles	June 10, 1900
22	485	220	John Lawson	Los Angeles	June 10, 1900
23	507	1,320	John Lawson	Los Angeles	June 10, 1900
24	528	925	John Lawson	Los Angeles	June 10, 1900

Motor-Paced Records

Hr.	Distance	Holder	Place	Date
1	63 miles, 189.8 yards	Paul Guignard	Munich, Ger.	Sept. 15, 1909
1	63 miles, 1,037 yards	Paul Nettlebeck	Munich, Ger.	Mar. 31, 1914
1	61 miles, 1,500 yards	A. Vanderstuyft	Sheepshead Bay	Nov. 18, 1919
1/2	31 miles, 1,108 yards	Paul Guignard	Munich, Ger.	July 23, 1909
2	104 miles, 1,498 yards	A. Vanderstuyft	Leipzig, Ger.	Oct. 11, 1908
1*	56 miles, 1,128 yards	Francois Cuzin	Munich, Ger.	Sept. 30, 1909

*Amateur.

Championships of the World

Professional Sprint

Year	Where Held	First	Second	Third
1895	Cologne	Protin	Banker	Huet
1896	Copenhagen	Bourrillon	Jacquelin	Barden
1897	Glasgow	Arend	Barden	Nossam
1898	Vienna	Banker	Vehreyen	Jacquelin
1899	Montreal	Major Taylor	Tom Butler	Courbe
1900	Paris	Jacquelin	Meyers	Arend
1901	Berlin	Ellegaard	Jacquelin	Schilling
1902	Rome	Ellegaard	Meyers	Bixio
1903	Copenhagen	Ellegaard	Arend	Meyers
1904	London	Iver Lawson	Ellegaard	Mayer
1905	Antwerp	Poulain	Ellegaard	Mayer
1906	Geneva	Ellegaard	Poulain	Friol
1907	Paris	Friol	Mayer	Rutt
1908	Berlin	Ellegaard	Poulain	Van den Born
1909	Copenhagen	Dupre	Poulain	Rutt
1910	Brussels	Friol	Ellegaard	Rutt**
1911	Rome	Ellegaard	Pouchols	Houllier
1912	Newark	Kramer	Grenda	Perchicot
1913	Leipzig	Rutt	Ellegaard	Perchicot
1920	Antwerp	Spears	Kaufmann	Bailey
1921	Copenhagen	Moeskops	Spears	Sergent

*Banker protested Protin starting in the final, and his protest was allowed. Race was thrown out and ordered re-run in Paris. Banker won in a walk-over.

**Rutt qualified for final, but was ordered not to start by the German cycling officials.

Amateur Sprint

Year	Where Held	First	Second	Third
1893	Chicago (1 mile)	Zimmerman	Johnson	Bliss
	(10 miles)	Zimmerman	Bliss	Johnson
1894	Antwerp (1 mile)	Lehr	Eden	Broadbridge
	(10 kil.)	Eden	Green	Osborne
1895	Cologne	Eden	Peterson	Schaff
1896	Copenhagen	Reynolds	Schrader	Guillaumet
1897	Glasgow	Schrader	Fawcett	Reynolds
1898	Vienna	Albert	Opel	Summersgill
1899	Montreal	Summersgill	Peabody	Caldow
1900	Paris	Didier-Nauts	Lake	Vasserot
1901	Berlin	Maitrot	Veltruba	Struth
1902	Rome	Plard	Delaborde	Nord
1903	Copenhagen	Reed	Benyon	Benyon
1904	London	Hurley	Reed	Debonnies
1905	Antwerp	Benyon	Buck	Rondell
1906	Geneva	Verri	Delage	Avrillon
1907	Paris	Devoissoux	Auffray	Damangel
1908	Leipzig	Johnson	Jones	Schilles
1909	Copenhagen	Bailey	Neumer	

1910—Brussels
1911—Rome
1912—Newark
1913—Berlin
1920—Antwerp
1921—Copenhagen

Bailey
Bailey
McDougall
Bailey
Peeters
Andersen

Neumer
Feroci
Kaiser
Ryan
Johnson
Kjeldsen

Texier
Gasparinetti
Diver
Rode
Halpin
Hansen

Amateur Paced

Year	Where Held	First	Second	Third
1893	Chicago	Meintjes	Albrecht	Ulbricht
1894	Antwerp	Henle	Green	Van Dols
1895	Cologne	Cordang	Wittween	Henle
1896	Copenhagen	Ponscarne	Djakoff	Hansen
1897	Glasgow	Gould	Ouzou	Tjoerby
1898	Vienna	Cherry	Graben	Huneck
1899	Montreal	Nelson	Goodson	Riddle
1900	Paris	Bastien	Heine	Hildebrand
1901	Berlin	Sievers	Salzmann	Gornemann
1902	Berlin	Gornemann	Keller	Diehle
1903	Copenhagen	Audemars	Carlevaro	Herzog
1904	London	Meredith	Pett	Olley
1905	Antwerp	Meredith	Metz	Carremans
1906	Geneva	Bardonneau	Tubbax	Elgeldinger
1907	Paris	Meredith	Tubbax	Brocco
1908	Leipsic	Meredith	Janke	A. Vanderstuyft
1909	Copenhagen	Meredith	Cuzin	Patou
1910	Brussels	Hens	Delbo	S. Bailey
1911	Rome	Meredith	Muhckinze	Lori
1912	Newark	Amateur titular race not run		
1913	Berlin	Meredith	Beyer	Blekemolen
1914*	Copenhagen	Blekemolen		

Professional Paced

100 Kilometers (62.13 Miles)

Year	Where Held	First	Second	Third
1896	Cologne	Michaels	Luyten	Hofmann
1896	Copenhagen	Chase	Stocks	Luten
1897	Glasgow	Stocks	Chase	Armstrong
1898	Vienna	Palmer (in a walkover)		
1899	Montreal	Gibson	Hugh McLean	Boake
1900	Paris	Huret	Ed. Taylor	Bouhours
1901	Berlin	Robl	Dickentmann	Ruyter
1902	Berlin	Robl	Bouhours	Ed. Taylor
1903	Copenhagen	Dickentmann	Robl	Gornemann
1904	London	Walthour	Simar	A. Vanderstuyft
1905	Antwerp	Darragon	Guignard	Dickentmann
1906	Geneva	Darragon	A. Vanderstuyft	Schwitzgubel
1907	Paris	Ryser	Verbist	Parent
1908	Berlin	Parent	Brunt	A. Vanderstuyft
1909	Copenhagen	Parent	Darragon	Nat Butler
1910	Brussels	Parent	Walthour	A. Vanderstuyft
1911	Rome	Parent	Darragon	Moran
1912	Newark	Wiley	Collins	Moran
1913	Berlin	Guignard	Miquel	Schuermann
1920	Antwerp	Seres	Linart	P. Suter
1921	Copenhagen	Linart	Suter	Guignard

*The only title race run at the 1914 world's championship meeting at Copenhagen, Denmark, was the 100-kilometer amateur paced race. The other events were curtailed on account of the breaking out of the war.

Motor-paced championship for amateurs not run at Antwerp in 1920. A 190-kilometer (118 miles) road race was substituted at Copenhagen in 1921. G. Skold, Sweden, won from W. Nielsen, Denmark, and C. F. Davey, England, in 6:18:17.



Troop 6, Boy Scouts of America, Columbia, S. C.

First *Complete* Bicycle Troop

SO far as officially known Troop 6, Boy Scouts of America, Columbia, South Carolina, is the first complete bicycle troop in the United States. It has a membership of 32 active members, a senior patrol leader, scoutmaster and assistant and five associates. Every member has passed the second class examination and although new members are received into the troop each year this troop makes it a rule that no scout must remain a tenderfoot for more than 50 days and for the past two years in its annual report Troop 6 has reported "No Tenderfeet."

Troop 6 has another honor of which they are justly proud. They have the youngest eagle scout in America, whose name is Jack Watson. They have three other eagle scouts, William Searles, Caldwell Withers and William Taylor. William Searles has 25 merit badges. Several

boys have attained the rank of star and life scouts. Twelve members of the troop have received cycling merit badges. Several have passed the American Red Cross life-saving test. This troop has almost completed a large log cabin. They have a strong mothers' club and a good troop committee. Scoutmaster Charles E. Jackson has been a scout all up the line, from tenderfoot to scoutmaster and has been a member nine years. Fleetwood Peebles, the assistant, is a natural horn woodsman, his hobby is snakes; he rides a motorcycle.

Last year 12 of the members of this troop under the scoutmaster made a 175-mile bicycle hike to Bluffton, where the scouts of Columbia held their annual encampment. This trip was made in four days. This year the troop is planning a 500-mile trip and will take about three

weeks, camping at attractive places, and studying the historical and educational towns which they pass through.

Fred St. Onge met with this troop at its weekly meeting and gave them many interesting tips on how to ride a bicycle. He requested them to assist him in patrolling the bicycle hike in which a great number of people took part.

The scoutmaster has announced that he will only take merit badge scouts on the bicycle trip this year and each of them must have successfully passed the cycling merit badge test.

This troop has performed more community good turns than any other troop in the city, has nearly twice as many merit badges and more eagle scouts.

Fred St. Onge talked cycling for nearly two hours when he was in Columbia and called at the headquarters of this troop.

ON THE BELL LAP

Live Comment on Current Cycle Happenings

By Walter A. Bardgett

THE road racing season in this part of the country will get under way next Sunday. The C. R. C. of A. will start the going with their Boulevard Handicap over in Jersey.

* * *

A record "gate" attended the Paris six-day race that was finished up on Sunday, April 9. In 1921 the "gate" was 650,000 francs and the recent race topped that by 150,000 francs.

* * *

Old Dock Stork called at 414 27th street, Woodcliff, N. J., on Sunday, April 23, and left a nine-pound girl for Mr. and Mrs. Gus Stellpflug, of the North Hudson Wheelmen. Ruth Magdalene is the name of the young miss.

* * *

The Acme Wheelmen, of New York, have been granted a permit to conduct the club's annual "Bronx County Classic" over the Grand Concourse, the date being Sunday, June 18. The club announces that a big prize list will be up for the competitors.

* * *

The Erie Beach Company, operating Erie Beach at Buffalo, N. Y., announce the company will construct a four-lap cycle track. Frank Denny, N. C. A. representative, and John Oliver, the local jobber, plan to have cycle racing there by Decoration Day.

* * *

"George E. Wiley, New York City," will now be written after the name of the paced rider. George decided to leave Syracuse to its fate and move to the big city with his mother and he is located a few blocks from Central Park, so if he decides he needs morning training he won't have far to go.

* * *

Maurice Schilles, the Frenchman, is being touted as the "coming man of France." A cable to the Newark Star-Eagle last week told of his winning the Easter race in Paris. On April 9 he met and defeated Bob Spears, the former world's champion, in a match. Spears defeated Schilles by ten inches in the first heat and Schilles turned the tables on Spears in the second and third heats, winning the second by a wheel and the third by a quarter of a wheel.

* * *

Julian T. Fitzgerald, representative of the Amateur Bicycle League of America, has sent on word that the 100-mile race between Milwaukee and Chicago will be run under the A. B. L. auspices and that all the riders that compete will be registered under the amateur organization. Paddy Harmon had offered a piano-player if the race was run under the National Cycling Association, but now that the A. B. L. will run the race they will have to dig around for another player-piano or some other appropriate prize.

* * *

About every kind of weather was on tap at the Newark Velodrome last Sunday, with the exception of snow, and some riders even thought they were "snowed in" in some of the races. It was cold and raw and windy and then along came the rain and put the completion of the card out of the question. Two of the three match races on the card were finished and they resulted in wins in straight heats, Arthur Spencer disposing of Ray Eaton in one and Alfred Goulet spoil-

ing the day for Orlando Piani, the Italian, in the other. Bobby Walthour, Jr., and David Lands had each won a heat in their match when the rain interfered. A brand new match will no doubt be put on next Sunday. Both Goulet and Spencer showed good form, Arthur proving in his match with Eaton that he certainly will be figured as a contender in the championship this year. Goulet beat Piani with his headwork as much as anything, but he beat him just the same.

* * *

Last week it was announced that Reggie McNamara and Alfred Grenda, winners of the Garden six-day race in March, and second in the recent Paris "grind," would arrive in this country on the fast-going Aquitania of the Cunard line, and that Willie Spencer would be a fellow passenger. The latest dope is that Grenda and McNamara will stay over and compete in a number of races in Europe. French exchanges state that Grenda and McNamara were going to stay over, but the dope about their arrival was said to come through a cable to the Cycle Racing Association. Now the question is: "Will they be here?"

* * *

A new amateur sport body was formed last week. The new organization is to be known as the National Amateur Athletic Federation of the United States. Representatives of ten sport governing bodies met in New York City Friday and Saturday, April 21 and 22, and worked out a tentative constitution. The delegates will again meet in Washington on May 8 and 9 for the adoption of the constitution and formal launching of the N. A. A. F. The newly-formed amateur body is in no wise designed to attack any national athletic body. In fact they want to have the Amateur Athletic Union and the Olympic Association, which is dominated by A. A. U., join. Whether the two latter organizations will join the new body remains to be seen, but I'll wager that they will not unless they can control matters as they do at the present time. It is also problematical whether the National Cycling Association and the Amateur Bicycle League of America will join the new body. It might do the sport some good if they did. One of the rules of the N. A. A. F. that is going to make a hit with the "shamateurs" reads something like this: "Each organization must vouch for every representative it enters in any competitive meet, and in case of violation of the rules of amateurism the organization, the club and the individuals all are to be held responsible." "How old is Ann?" is not as difficult to answer as "What IS an Amateur?"

* * *

With the completion of the New York Velodrome the Effete East will have seven bicycle tracks in operation at Newark, New York, Philadelphia, Providence, New Bedford, Worcester and Revere Beach. All of them, with the exception of Newark, feature paced racing, an ordinance forbidding that style of races in Newark makes the staging of motor-paced racing impossible at the Newark Velodrome. The ordinance in question was passed after the accident at the old motor track across the street from

the present track and was probably never intended to stop the use of motorcycles in paced racing, but until it is rescinded or changed to allow motor-paced races Newark will have to be content with the sprinters. The New England circuit will commence operation on May 19, when the Providence track is opened for the season. Among the riders who will compete in New England and at New York and Philadelphia will be Champion George Chapman, George Wiley, Percy Lawrence, Clarence Carman, Menus Bedell, Bobby Walthour, Jr., Frank Keenan, Willie Coburn, Percy Lawrence, Vincent Madonna and a number of foreign performers who are under contract. They will include Victor Linart, Belgian and world's champion; George Seres and Jules Miquel, France; Charles Verkeyn, Belgium, and probably George Colombatto, the Italian. Cliff Papworth, the Australian, may take a try at that branch of the sport this year, and as pickings get leaner among the sprinters others may seek honors as pace followers. With all the six tracks operating the paced field could stand a few additions.

* * *

This year's championship of France for the sprinters will be contested over a series of five races. The first was to be run at Tours on April 23. The second race of the series will be contested at the Velodrome Par des Princes, outside of Paris, on May 7. Bordeaux will run the third race on May 21 and the Parc des Princes' track will see the fourth and fifth races, the dates being June 11 and June 25, respectively. The scoring will be on a point system that is novel, to say the least. Qualifying races will bring 16 of the best performers together. Eight heats will be run with two riders in each heat. The winner will be credited with a point for each heat. Four semi-finals will then be run with two riders in each semi. The winners of the semi-finals will score two points. Two grand semi-finals will see two riders meet in each with the two winners meeting for the final. The winner of the final will be credited with ten points and second man will receive five points. The two second men in the grand semi-finals will clash in another race and the winner will have four points added to his score for finishing third in the race and the second man in the race for second men in the grand semi-finals will score three points for fourth place in the race. Among the riders that will be among the 16 will be Gabriel Poulain, former champion of France and champion of the world in 1905; Marcel Dupuy, present champion of France; Maurice Schilles, winner of Paris Winter championship; Pierre Sergent, former French champion; Lucien Louet, Paul Texier, Joe Peyrode and Paul Didier, all creditable sprinters. It gives promise of being a fine contest and the winner will be a champion without a doubt. In former French title races, when the title was decided in a single race, the winner has jumped away and, with other riders refusing to chase, has won without a struggle and in later races have proven to be lacking in the class that should mark a champion. This year it will be different with the new system of deciding the championship in vogue.

Chilly Day at the Velodrome

Several Thousand Fans Shiver Through Afternoon Until Rain Stops Balance of Sunday Program — Match Races End in Straight Heats

IT WAS a chilly day at the Newark Velodrome last Sunday and those that had the good sense to bring along their Arctic clothing managed to shiver through the afternoon until Jupiter Pluvius put a stop to further proceedings. To those that failed to bring the Winter wraps it was not so good. It was cold and raw and windy and then along came the rain after the amateurs had ridden their heats of the mile open, which left the third and deciding heat of a match between Bobby Walthour, Jr., and David Lands, the final of the open and the five-mile open for the cash-chasers unfinished. The final of the mile open and the deciding heat of the match—or a brand new match—between Walthour and Lands will probably be contested next Sunday, but the five-mile open for the pros. is probably a total loss to the dollar boys. It was a terrible blow.

Two features on the program, match races, were finished in double quick time. Alfred Goulet, who had just returned from a short trip to Bermuda, where he reports the ale and the beer as being far superior to the American brand—when you can get it—spoiled what was to be a perfectly good day for Orlando Piani,

the Italian, and all of the latter's rooters. Goulet met Piani in a match race and the most rabid of the Goulet supporters were hopeful that Goulet could dispose of the Italian. They had hopes, but they were as thin as the beer that Volstead says we can have. Goulet gummed up the day for Orlando when he won the first heat and then further spoiled the day for Piani by taking the second heat. Piani was evidently away off tune. It was by riding around Piani that Goullie beat his rival in the first heat, and then in the second heat the six-day king took Piani all the way and beat him up the stretch. It was an auspicious start to the 1922 season for Goulet.

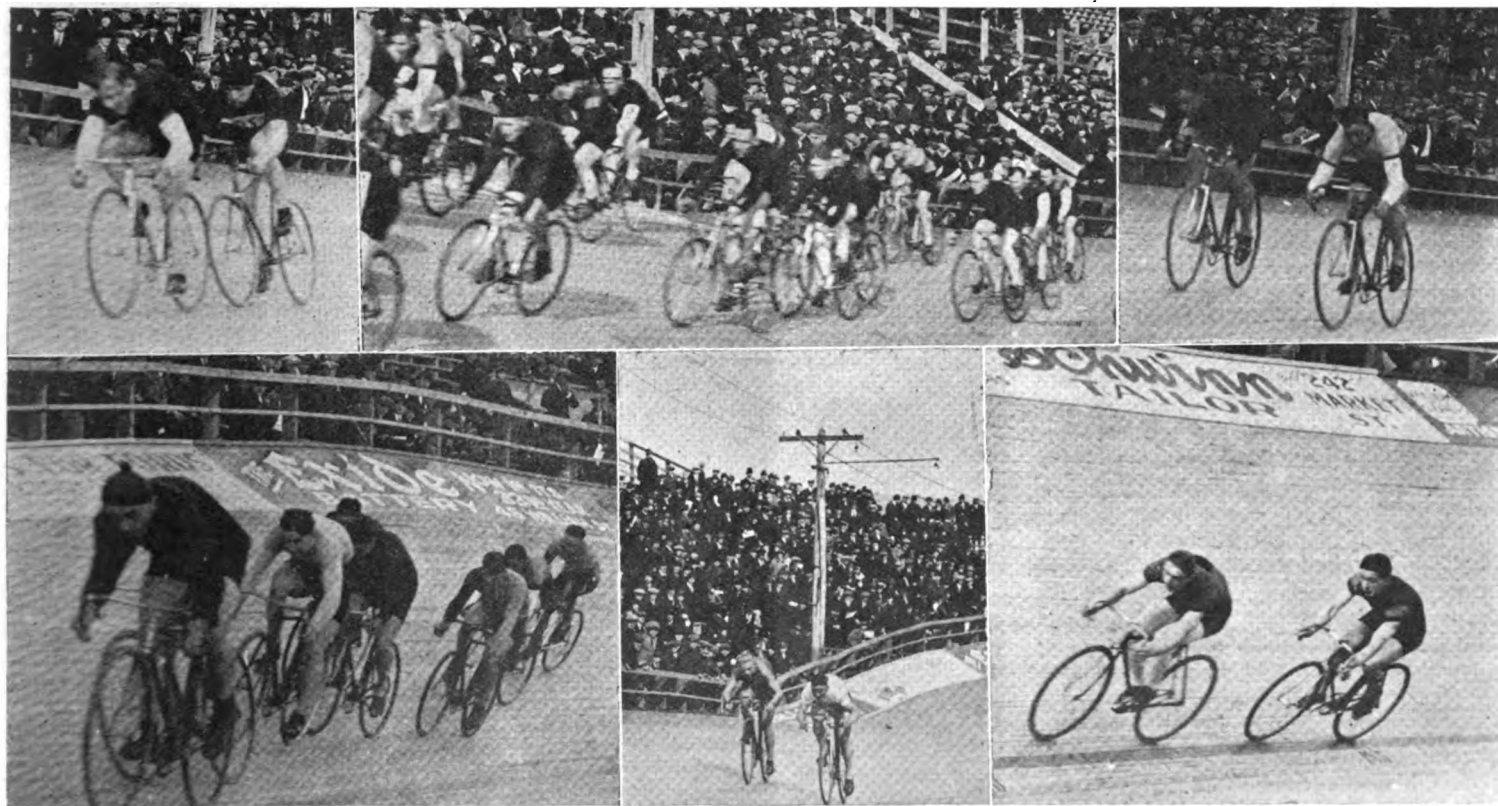
Arthur Spencer and Ray Eaton met in another match. Arthur defeated Ray in the first heat rather handily. In the second heat Eaton looked like a winner when he put up his hand denoting that he had encountered trouble. The heat was stopped and Eaton dismounting showed a sprocket had come loose. Score one error for the trainer. In the re-running of the heat Ray was in front shortly after the start of the last lap. Artie ran up the track and came down again and set sail after Eaton. Spencer caught Ray

going into the back stretch and passed him easily and won with plenty in reserve.

The David Lands and Bobby Walthour match was undecided after Lands had won the first heat and Walthour the second. The deciding heat and two other races, as stated before, were called off on account of the track being too wet to continue.

Aleck McBeath, the Australian, bids fair to become the miss-and-out champion. McBeath won that race on the opening program a week ago and he did the same thing Sunday. The race went 5 2/3 miles and was a good one. Willie Hanley trailed Mac home and Paced Champion George Chapman was back of Hanley. John Bedell just beat Willie Keller, who was suspended last Sunday, but reinstated after being spoken to very harshly by the referee, for fourth. Jake Magin and Gus Lang, who were also suspended on the opening day, also appeared in the races after being severely lectured by the ref. It was a great day for lectures, but not very profitable for the suspended riders in question unless they were in on dividends.

"Speedy" Erskine, the Australian, was



Graffexed at the Velodrome. Upper left, Goulet leading Piani in back stretch of second heat of match; upper center, part of the miss-and-out field; upper right, Arthur Spencer passing Eaton in their match; lower left, Floyd Krebs leading pack into back stretch in pro. handicap—they all passed Floyd; lower center, David Lands holding off Bobby Walthour in first heat of their match; lower right, Fred Spencer, Plainfield amateur, leading a rival in amateur open heat

the victor in the handicap for the pro. riders, the distance being at two-thirds-mile. Erskine was slipped 75 yards by the handicapper and he made good use of his allowance. Menus Bedell, starting ten yards back of "Speedy," landed second money, Menus anking home in front of Charley Piercey, 70 yards, and Harry Kaiser, 35 yards.

The novice race as well as the one-mile amateur handicap were finished earlier in the afternoon. Frank Schroeder took the half-mile beginners' race from Charles Cavadore, while Frank Bartell, Newark, won the mile handicap from 110 yards. Fred Spencer, the Plainfield hopeful, was second from scratch. Summaries:

Half-Mile Novice—Won by Frank Schroeder, Newark; second, Charles Cavadore, New York. Time, 1:05%.

One-Mile Handicap, Amateur—Won by Frank Bartell, Newark, 110 yards; second, Fred Spencer, Plainfield, scratch; third, Harry Skarbek, Newark; fourth, Michael Dolan, Newark, 130 yards. Time, 2:02.

Two-Third-Mile Handicap, Professional—Won by William Erskine, Australia, 75 yards; second, Menus Bedell, Newark, 65 yards; third, Charles Piercey, Australia, 70 yards; fourth, Harry Kaiser, New York, 25 yards; fifth, Willie Coburn, Newark, 50 yards; sixth, Charley Osterritter, Newark, 45 yards. Time, 1:18.

Miss-and-Out, Professional—Won by Aleck McBeath, Australia; second, Willie Hanley, San Francisco; third, George Chapman, Newark; fourth, John Bedell, Newark; fifth, Willie Keller, Newark. Time, 12:34%. Distance, 5 2-3 miles.

RENE VERMANDEL REPEATS

RENE VERMANDEL, the winner of the Tour of Belgium last year, repeated again in the Belgian road classic this year. Vermandel won the race last year, which was run in five stages. The total distance was 1,408 kilometers (874.8 miles) and the time was 51 hours, 21 minutes and 41 seconds. This year the race was also run in five stages, but the distance was cut to 1,349 kilometers (838.1 miles). Vermandel won in 54 hours, 55 minutes and 12 seconds. Emile Masson, the Belgian, second in 1921, was also second this year.

At the Nice, France, track on Sunday, April 9, Peter Moeskops, the world's sprint champion, accounted for the Committee Grand Prize, the feature open race. The qualifants met in three semi-finals with the winners of each semi-final meeting for the final. Second and third men in the semi-finals also met in separate races. Moeskops, Mori, the Italian, and Billy Bailey, the Englishman, won the semi-finals. Moeskops beat Mori and Bailey in that order in the final. Ernest Ohrt won the race for second men from Nagel and Rheinwald, while Gerard Leene, the Hollander, accounted for the race for third men.

Pierre Sergent, the Frenchman who is under contract to race in Dry America this season, triumphed in the opening race at the Agen, France, track the same day. Sergent defeated Fournous, Genies and Hans Ohrt, the San Franciscan, in the final. Ohrt and Rebeyren won a team race on the same card.

Willie Spencer, the Newarker, accounted for two races at Bologna, Italy,

on Sunday, April 9. Willie defeated Caesar Moretti and Francesco Verri, Italians, in the feature match and then won the handicap from scratch. Spencer won the first heat of the feature from Moretti and Verri. Verri took the second from Spencer by six inches, while in the third Moretti beat Spencer by a quarter wheel. Spencer, scratch; Moretti, ten meters, and Monon, 70 meters, was the order of the first three in the handicap.

HITCHES RADIO TO BICYCLE

WOULDNT it be great, fellows, to jump on your bicycle and pedal out to your favorite fishing spot, and, in between times, when the fish didn't bite, to get an earful of music and the latest baseball news?

This is no dream to Joseph Adams, 14-year-old Seattle boy, who lives at 1725 Melrose avenue. His radio set, as illustrated above, is comple to the last detail. Joseph got the idea when he saw an automobile similarly equipped in an automotive parade. I haven't an auto but a bicycle is just as good, Joseph reasoned. And with this thought Joe went to work.

He strung his aerial from a wooden frame attached to the handle bars. An old discarded cylinder phonograph record became his tuning coil. This with the rest of the set he fastened to the frame of the bicycle. A trailing wire gives him the ground connection necessary. Hence riding or dismounted Joe can at any time receive everything the local broadcasting stations send out.



How Joseph Adams, Seattle lad, rigged up bicycle for receiving radio messages

IN THE "DAYS OF '49"

FROM May 23 to 28 the motorcycle and bicycle riders of the West Coast will steer their mounts towards Sacramento, Cal. During those six days the "Days of '49," around which are written the most romantic chapters of California's history, will be revived in a gigantic celebration in Sacramento. The city and surrounding sections will leave nothing undone to depict the thrilling annals of the Gold Rush period.

"Gold Rush" styles will be in vogue during the celebration, and the male population are vying with one another for the honor of "raising" the best crop of '49 whiskers. Sutter Fort, most famed of the '49 landmarks, will be reproduced and will be clustered around with Indian villages inhabited with real Indians. Street cars and automobiles will give way to ox teams, prairie schooners, stage coaches and burros as means of transportation over the principal business streets.

Among the features during the "Days of '49" celebration will be the building of a "mountain" with burro trail and "tunnel" leading into a "gold mine"; a historic press that will put out an "Extra" about Marshall's discovery of gold, crack trapshooting, Wild West riding competition, and many others. An effort will be made to secure the nation's longest beard, if he can be found to take the trip for travel expenses and \$50 per day for spending money. It promises to be a great celebration and the Coast cyclists will probably be there in great numbers.

"Bret Harte Night" will be given over to banqueting newspaper scribes in honor of the old author and "Forty-niner."

ON A MISSIONARY TRIP

Robert Falconer of Toronto, vice-president of the Canadian Wheelmen's Association, has announced that he will make a two months' missionary trip through the maritime provinces this summer in behalf of the association for the purpose of stimulating bicycle racing in the eastern provinces and of lining up the bicycle clubs. He will work with H. E. Richard and F. White of St. John, N. B.; Mr. Prouse of Charlottetown and others.

TO INVESTIGATE OLD MARKS

A committee comprising F. S. Rutland, F. A. O. Johnston, Robert Falconer and Jack Smith, all of Toronto, has been appointed by the Canadian Wheelmen's Association to investigate all so-called Canadian bicycle records of the past 25 years in order to establish a full list of track and road records at all official distances.

MEANS HOOSEGOW HANSOM

The Irish Cyclists says—"That an American motor manufacturer advertises that he sells every class of conveyance 'from a hearse to a "hurry up" wagon'—whatever the latter may be."

Activities Among the Amateurs

ST. LOUIS CYCLISTS ON TOUR

H. C. HOPPE, newly elected road captain of the St. Louis Cycling Club for the 1922 season, called, as the second official club run of the year, a jaunt to St. Charles Mo., Sunday, April 9, about twenty-five miles out the new concrete highway known in the road guide by that name.

Thirty-four riders participated in the tour. But for a stiff gale encountered on the return trip, which necessitated an extra amount of pedal pressure, the day could have easily been mistaken for one of Summer. Part of the squad who find it convenient to get away Saturday afternoons did so, braving the elements, and were joined by the Sunday riders at the Commercial Hotel, where the noon meal was served to the above group.

The usual custom, that of deviating somewhat from the regular route, prevailed on the homeward journey. Some of the riders desiring to see a different part of the country traveled one way and others another, but all arriving at the city limits about the same hour in the late afternoon. Every one expressed the opinion that the trip was a great success.

The first Sunday in May is the date set for the Annual Spring Bicycle Outing and Parade through the West-End residential district and out to the country. This event is promoted by the combined cycling organizations of the city in the interest of the sport in general. More will be said when the various committees announce the final arrangements.

HENKY CAPTURES ANOTHER RACE

Brooklyn, N. Y.—Easter Sunday, an ideal day for bicycle riding, saw quite a number of cyclists who took part in the weekly "cork" race conducted by the Empire City Wheelmen over the hilly Shore Road course. Individual honors again went to William Henky, who has captured this event for four consecutive Sundays. William Wherry finished second, giving the winner a good battle up to the finish line. R. A. Rom rode in for third honors, while P. L. Kane and Irving Markow placed fourth and fifth, respectively. Going into Fort Hamilton Parkway, V. Haarstick rubbed tires and took a header, smashing his front wheel, and received the usual cuts and bruises that go with falls.

That keen interest is anticipated for the coming year is without saying with the many trophies that are being donated. In addition to the consistency trophies and the "cork" race trophy, B. W. King, the club president, has donated a handsome silver cup to go to the rider scoring the most points in all-around club competition, excluding the championship races; while another silver cup is being donated by Bernard A. Walsh to go to the rider scoring most points in open competition.

HENDERSHOT WINS THIS ONE

Jersey City, N. J.—Jack Hendershot won the five-mile handicap race held by the Jersey City Wheelmen on the Boulevard Sunday, April 16, in 12:15. Fargo was second, J. O'Halloran third, W. Mollica fourth, Jack Bruns fifth and Johnny Quatraro sixth.

The Brassard race was won by Charles Hansen from C. O'Hara, who has held it for eight consecutive weeks. It was rumored that Hansen talked the youngster out of the race—an old trick of his.

The five-mile open race was a strategy match, the fast men watching one another and letting the youngsters jump away and win. Young Ariel got first place. O'Halloran almost caught him. Hendershot, Mollica, Fargo and Bruns made a blanket finish.

The club has been strengthened by the acquisition of Johnny Quatraro, who won one of the 125-mile races in Italy two years ago. He will oppose Hansen for the Brassard next Sunday.

Point standing of the Winter Championship: Wohlrab, 77; Mollica, 64; Hendershot, 28; Tom LaRossa, Bruns and J. O'Halloran, 26 each; F. Kenny, 14; J. Fargo, 13; F. Kramer, 12.

C. R. C. A. ON PLEASURE RUN

Brooklyn, N. Y.—On Sunday, April 16, the Long Island Division of the C. R. C. A. held a pleasure run to Plainfield, N. J., under the guidance of Lt. S. Borman.

The start was made from Park Circle, Brooklyn, at 9 a. m., going by way of Bay Ridge ferry to St. George. From here the route was taken along Arthur Kill road to Totterville. This road is all concrete and very good time was made. The ferry was then crossed to Perth Amboy, and the riders continued on to Plainfield by way of Metuchen. Although a strong headwind was blowing, very good time was made, as the roads were good and fairly level.

Plainfield was reached at 1 p. m. and a

stop was made for dinner. After dinner the riders purchased a baseball, and riding out of town a few miles stopped and had a good game of ball.

The start was then made for home, going through Springfield and Elizabeth. Just before reaching Elizabeth the speedbug infected the riders and a real "cork" race started, which stretched the riders out. The route was then taken across the ferry to Staten Island, going through Port Richmond to St. George.

A few miles before reaching St. George the riders again started some speed and rolled along at a very fast pace. The final dash for the ferry was won by W. Caldwell.

SAVIO WINS U. S. I. EVENT

New York City.—The weekly "cork" race of Unione Sportiva Italiana was held on the Grand Concourse on Sunday, April 16, and A. Savio won handily with his 2:30 handicap.

L. Benazzato, 1921 club champ, was second, being first of the back-markers to finish. There were twenty starters and the following is the order of finish:

Pos.	Rider	Hdcp.	Time
1.	A. Savio	2:30	24:10
2.	L. Benazzato	Scr.	21:40
3.	"Spots" Elsele	:45	22:25 1/2
4.	R. Bolognini	:30	22:10 1/2
5.	A. Nieminsky	Scr.	21:40 1/2
6.	J. Papasca	Scr.	21:40 1/2
7.	J. Becker	:30	22:11

Fast Time

1.	L. Benazzato	Scr.	21:40
2.	A. Nieminsky	Scr.	21:40 1/2
3.	J. Papasca	Scr.	21:40 1/2

GLICK HITS HARD LUCK

Carl Glick, president of the Franklin Club of Chicago, started for a cycling jaunt to the Pacific Coast, but Carl did not get very far. He was mud-bound in Iowa, and was forced to return to the Windy City. In addition to being mud-bound Carl injured himself, but is far from being discouraged and as soon as he recovers and the roads get good he will try it again.

STARTS ON A LONG TRIP

Milton Gister, of Atlantic City, has started on a trip by bicycle to the Pacific Coast. Several cyclists have announced that they would start, but few have gone very far. One rider, who was to start on a record-breaking trip earlier in the year, failed to face the barrier, while another from Chicago was mud-bound in Iowa.

BOOK RACES FOR VISALIA, CAL.

Visalia, Cal.—Bicycle races will be run here on May 7 for prizes awarded by the Cycle Trades of America and also by Salmon & Wilson, local dealers. The program has not yet been definitely settled. Three speed events and one slow race are on the tentative schedule.



Three members of the Western Michigan Cycle Club, of Grand Rapids, Mich. Left, Philip Meleski; center, Peter Van Op Durp; right, Frank Wood

ST. LOUIS COMBINED RUN

St. Louis, Mo.—All St. Louis cyclists are anxiously awaiting May 7. On that day the annual St. Louis County Bicycle Tour will be held, the run being under the auspices of the St. Louis Cycling Club. Van Horn's Grove, the scene of other similar events, has been chosen for the affair. Posters will be circulated through the city and every bicycle dealer's window will display one or more.

A parade will be held before the run, the parade getting away at 9 A. M. from 12th and Olive streets. Representatives of the police department on motorcycles will again accompany the riders out to the city limits. This insures no interference on the part of over-anxious automobile drivers in separating the parade at crowded points. Closely following will be the novelty attractions in the form of high wheels, a "quad," "triplet" and two tandems, all relics of the days when cycling was a national pastime. The procession itself will be formed of wheelmen riding two abreast.

A full course dinner will be served on the grounds or the riders can purchase sandwiches, coffee, etc., as they prefer. Following the dinner there will be numerous other amusements to occupy the balance of the day. The distance for the round trip will be approximately 18 miles, so that the youngest riders as well as those whose mileage is shortened by advancing years will feel confident of not being over-taxed. As has already been said, an urgent invitation to all local wheelmen has been sent out broadcast and should the day be favored by excellent weather, there is every indication to believe the 1922 tour will surpass any of the previous tours of the past three years. Mr. A. C. Tallcott, secretary of the St. Louis Cycling Club, is chairman of the entertainment committee and will undoubtedly be in complete charge of the affair.

ACME CLUB RIDERS COMPETE

New York City.—The Acme Wheelmen of New York held its weekly club race Sunday, April 16, over the Eastern Boulevard Course. Ideal weather conditions prevailed, bringing out a large field, 26 riders facing the starter. Handicaps were allotted up to 3 1/2 minutes, the distance covered being 11 miles.

The handicaps proved easy for the scratch men to overtake the field, getting up even with less than a mile to go. Nick Mocco, riding from scratch, caught the field asleep with a half mile to go; he jumped the pack and increased his lead to 50 yards when no one would chase him. He crossed the tape in 29:13. Grasso beat Hugo Schliesman for second honors. A. Amabile and Geo. Cameron, Jr., being the other riders to place for points in that order.

Fred Woisin, a former club champion, and the first rider to win the Inter-Club championship, scoring his win on the present course, in 1911, after a lay-off of three years, tried a comeback. He rode very well on his first try but had to drop off at 5 miles. Of the 26 starters only 12 finished due to the hot pace set by the riders.

The finish is as follows:

Pos.	Rider	Hdncp.	Time
1.	Nick Mocco	Scr.	29:13
2.	Salv. Grasso	1:00	30:25
3.	Hugo Schliesman	Scr.	29:18 1/2
4.	Arth. Amabile	3:00	32:40
5.	Geo. Cameron, Jr.	1:30	31:15
6.	Pat. La Penna	3:30	33:25
7.	Art. Lane	2:00	32:40
8.	Wm. Muller	2:00	32:10
9.	Wm. Comerford	1:30	31:40 2/5
10.	Theod. Schliesman	1:00	31:20
11.	Jacques Denov	1:00	32:10
12.	James Morton	2:30	33:10 1/5

BERT MARQUARD WINS DOUBLE

New York City.—The New York Division of the C. R. C. held its weekly point races on Sunday, April 16. Three events were contested over the Grand Concourse and Bert C. Marquard won the five-mile handicap and the one-mile Class A sprint. The three-mile Class B handicap went to H. Heldman, who had 45 seconds handicap. Summaries:

Five-Mile Handicap—Won by Bert C. Marquard, scratch; second, Jack Silver, 30 seconds; third, Louis Geland, 30 seconds; fourth, John Viana, 45 seconds; fifth, Joe Burns, 45 seconds; sixth, Frank Fox, 30 seconds. Time, 12:59 1/2.

Three-Mile Class B Handicap—Won by H. Heldman, 45 seconds; second, Frank Welles, 45 seconds; third, J. Desimone, one minute; fourth, Charles Garin, Jr., 45 seconds; fifth, John Viana, 15 seconds. Time, 7:41 1/2.

One-Mile Class A Sprint—Won by Bert C. Marquard; second, E. Ungelton; third, Jack Silver; fourth, William Canfield; fifth, Louis Geland. Time, 3:07 1/2.

THE CONEY ISLAND HANDICAP

BROOKLYN, N. Y.—The "Coney Island Handicap," a 25-mile road race, will be held over the Ocean Parkway on Decoration Day by the Empire City Wheelmen, of Brooklyn.

The race has been run off under the auspices of various organizations since 1898, the last one occurring in 1915, while the World War was in progress, and before the entrance of the United States as participants. In 1915, on Decoration Day, Tom Bello, riding under the auspices of the Empire City Wheelmen, from the honor mark, smashed the record of 1:03:08, made by Edward Forrest of the Kings County Wheelmen. Bello's time was 1:02:48, and those who have ridden over the newly paved roadway express the opinion that under average weather conditions a new record will be made. The present record holder will be there in person and do everything possible to make the 1922 race a distinct success.

This year's race will be held under the jurisdiction of the Amateur Bicycle League of America, the amateur cycling organization formed by the amateur cyclists, and the only organization recognized as controlling their sport today.

Most of the well-known local road racing stars have expressed their intention to compete, particularly since they have been assured that the prizes offered will be of the same high character as given for winning in former races.

Members of the Empire City Wheelmen are working out every Sunday to get into shape to make things interesting for their rivals from the other boroughs as well as the out-of-town entrants, of which quite a number are expected.

READY FOR 60-MILE RACE

Atlantic City, N. J.—The 60-mile amateur bicycle classic to be held under the auspices of the Atlantic City Wheelmen and the Quaker City Cycling Association is rounding into shape nicely for one of the finest prize lists offered for such an event.

The prizes will be grouped to cover values that will make it worth while for those who make the distance in good time. With weather conditions fair the record will be smashed, and with the entire course patrolled by the Camden Motorcycle Club on the turns, as well as the start and finish, will make it a banner event for the two-wheel sport.

The committee announces that to make necessary arrangements for the care of the riders along the course, entries should be sent in, and need not be accompanied with any fee. New York riders should take trains to Philadelphia and then cross the ferry and ride to Camden City Hall. Through trains from Atlantic City to New York are scheduled that will bring these riders home in good time. The selection of prizes will be made at Van Doren's & Hemple's bicycle store on Atlantic avenue, which will be the official headquarters at the close of the race.

All entries received before May 4 will receive their handicap, but all post entries will be placed either on scratch or five or ten-minute mark. As the start will be in the heart of Camden there will be no dressing or unnecessary time lost as the first riders will be sent away at 8:30 a. m. sharp. Riders will receive their numbers and programs with their handicaps, of which there will be no altering that may delay the start. George Harley, 2636 Braddock street, Philadelphia, is chairman of this event, and will receive all inquiries.

HOLD FIVE RACES IN CAPITAL

Washington, D. C.—Five races were held on the Potomac Park Speedway, Washington, Sunday, April 23, and J. R. Conover, the Baltimore lad, won the feature race, the one-mile open. J. G. Flatow, the local star, was second, and Bert Marquard, from New York, was third. The time was 2:12.

Sol Munitz beat Jess Wilver and George Semon in that order in a boys' race over the mile route in 2:37 1-5. A ten-mile handicap was accounted for by a minute man, Oscar Duguid. Flatow, scratch; Milton Sencindiver, scratch; C. L. Payne, scratch, and W. Snouffer, scratch, finished in that order. Duguid's time was 26:34.

Two races for colored riders were also billed. Richard Goodwin won the mile open from J. Morris and Ralph Jones. Eight riders started in a ten-mile handicap, and Goodwin, riding from scratch, also annexed this race. Morris ran second from scratch. Boyd Branch was third. The time was 29:13.

KING WINS THIS EVENT

Brooklyn, N. Y.—B. W. King, with a well timed sprint, was the winner of the weekly "cork" race held Sunday morning, April 23, by the Empire City Wheelmen, over the Shore Road course. William Henky, last week's winner, finished a close second, pressing King hard at the tape. R. A. Rom rode home in third place, while William Wherry

and Irving Marhow had a merry battle for fourth and fifth honors.

When the Crescent Hill part of the course was reached, William Henky suddenly leaped out from the pack and started a regular "jam," followed by P. L. Lane, Rom and King, who in turn kept up the "jamming," lasting a little over a mile. Wm. Wherry took it upon himself to go out after the let up and managed to stay away for about three miles, instilling some fast riding before he was caught. It was one of the fastest and hardest "cork" races yet run this season.

T. AZZOLINO WINS CORK RACE

New York City—T. Azzolino, one of the limit men, won the Unione Sportiva Italiana weekly "cork" race held on the Grand Concourse Sunday, April 23. R. Schnider finished seconds in a hard tussle for the honors, the two almost finishing in a dead heat. Fast time points were taken by Becker, Papesca and Bolognini, in the order named.

There were about 25 starters and the following is the order of first ten to finish:

Pos.	Rider	Mark	Time
1	T. Azzolino	2:45	22:19
2	R. Schnider	2:45	22:19 1/5
3	R. Galli	1:45	21:19 2/5
4	R. DeCresenzo	1:45	21:19 3/5
5	O. DeCresenzo	2:45	22:19 4/5
6	E. Monzoglio	1:45	21:20
7	J. Becker	:30	19:50
8	J. Papesca	:30	19:50 1/5
9	R. Bolognini	:30	19:50 2/5
10	"Spots" Elsiele	:30	19:50 3/5

SIDNEY BAKER A WINNER

Marion, O.—With a safe lead on his closest competitor, Sidney Baker coasted under the wire as an easy winner in the two-mile bicycle race held April 22 under the auspices of the physical department of the Y. M. C. A. Young Baker, who is fifteen years old, beat Ralph Hinklin and Paul Prettyman. George McNamara finished in fourth place.

The race was witnessed by several hundred enthusiasts along the course. Police Chief J. W. Thompson was the starter and Mayor Neeley, judge of the course. Bicycling is gaining popularity here, and other racing events are planned for later in the season.



They start 'em young over in old Madrid. The above photo shows Master Antonio Sanmaria, 2½ years of age, who won the "Esmandia Cup" in a "kiddies" cycle race in that city. He's about the youngest "champion," we'll say

WIND HAMBERS C. R. C. OF A. RIDERS

Ridgefield Park, N. J.—An unusually brisk wind, which considerably handicapped the riders, was encountered at the second set of club races, held by the Century Road Club of America, on the Grand Avenue Course, on Sunday, April 23, and as a result the times in the various races were very slow.

However, 28 riders lined up for a set of four races, two each for Classes A and B. F. O'Shaughnessy, who finished first in the two-mile scratch and third in the three-mile unpaced, and H. Kunz, who finished in the same positions in the other way 'round, were the stars of Class A, while Paul Shustek, with victories in both Class B races, starred in that class.

In connection with the races, several members took unpaced trials at various distances for several trophies, E. Hery and J. Dashowitz doing 13:43% and 14:14% respectively, for the five-mile novice medal, and Joe Hoviss riding a mile in 2:57 for the Class B mile medal. The summaries:

Three-Mile Unpaced, Class A—Won by H. Kunz, 8:06%; second, N. Smith, 8:07%; third, F. O'Shaughnessy, 8:09%; fourth, E. Perry, 8:13%; fifth, J. Rawlins, 8:18%; sixth, Harry Bell, 8:35%; seventh, D. Rawlins, 8:42%; eighth, Henry Low, 8:52%.

Five-Mile Handicap, Class B—Won by P. Shustek, scratch; second, H. Felsing, 30 seconds; third, F. Cifarelli, 1:15; fourth, H. Stock, 30 secs.; fifth, M. Konser, 1:15; sixth, T. Bigna, scratch.

Two-Mile Open, Class A—Won by F. O'Shaughnessy; second, E. Perry; third, H. Kunz; fourth, H. Low; fifth, N. Smith. Time, 5:38%.

Half-Mile Open, Class B—Won by P. Shustek; second, Joe Hoviss; third, E. Hery; fourth, J. Dashowitz; fifth, T. Bigna; sixth, W. Leskin. Time, 1:18.

BRONX COUNTY BOYS FAST

New York City—The Bronx County Wheelmen resumed their weekly races Sunday, April 23, over the Pelham Parkway course. The first race run was the "point" race at ten miles. Two new members started on the limit mark, but they were eliminated on the first lap. The club's star rider, E. Aicklin, did not start as he was sick. The riders were all bunched on the last lap, eight men coming to the tape for the last drive. It was anybody's race until a couple of feet from the finish, when Fred Osterhammel lifted his wheel over the line, beating Fay by inches. Summary:

Ten-mile Point Race—Won by Fred Osterhammel, 15 seconds; second, Frank Fay, 45 seconds; third, H. Ahlers, 1 minute; fourth, J. Kohn, 30 seconds; fifth, J. Fetherston, 1:30. Time, 29:22.

Two-mile Tonjes Trophy, Sprint—Won by William Stokes; second, A. Blechert; third, H. Ahlers; fourth, Al. Riddett.

Pelham Trophy, Two-mile Unpaced—Won by Al. Riddett, 6:15 3-5; second, A. Blechert, 6:15; third, Fred Osterhammel, 6:17; fourth, J. Kohn, 6:30.

A very strong northwest wind was blowing over the course, which made fast time impossible. The club will attend in a body next Sunday the ten-mile handicap of the Century Road Club of America, to be held at West Hoboken.

LONG MARKER A WINNER

Brooklyn, N. Y.—S. Seiferlein, starting from the 220-yard mark, accounted for the two-mile Class B handicap race conducted by the Long Island Division of the Century Road Club Association, Sunday, April 23. The event, along with a five-mile point race, was conducted on the Ocean Parkway.

Seiferlein jumped away from his group and overhauled the limit men, beating them in the sprint. H. Ackman, 375 yards, was second; A. Fischer, 220 yards, third; W. Newbold, 110 yards, fourth, and I. Blaustein, 375 yards, was fifth.

The five-mile point race was won by J. Tilgner, a scratch man. W. Newbold, 1:10, finished in second position, while Walter Caldwell and F. Zierow, honor mark men, ran third and fourth, respectively.

After the speed events had been finished a club run was held, the destination being Forest Park, L. I. After arriving at the latter point the riders indulged in a ball game.

C. R. C. A. TOUR TO STAMFORD

New York City—Twenty-five members of Century Road Club Association left Columbus Circle on Sunday, April 23, for a trip to Stamford, Conn. The party went through Central Park, then through Lenox avenue to the Grand Concourse. They then turned east on Fordham Road to the Shore Road and Boston Post Road to Stamford. After dinner at the Nutmeg State city a short stop was made and then the homeward journey was started. Save for little tire trouble, a perfect day was enjoyed.

QUESTION BOX

Magneto and Carburetor

(1)—I have a Bosch 45-degree magneto which is anti-clockwise. I would like to have this changed to clockwise and would like to know what should be done to change it.

(2)—Is there any exhaust pre-heating device for air on the market? I would like to attach one to my Carter carburetor, as it takes a long time to warm the motor with the choker closed.

(3)—Is there any cushion or compensating 40-tooth sprocket to fit an Indian?

(4)—Why cannot the yellow and black races join the M. & A. T. A.?

Mystic, Iowa.

H. JASKOVICK.

Answer

(1)—The magneto will have to be rebuilt, putting on a new contact-breaker and pole-pieces. It would be better to exchange it for a clockwise magneto, even if you have to pay a little money besides. The rebuilding will be expensive and probably will take a long time. It will have to be done at the factory in Springfield, Mass. or possibly in Chicago.

(2)—There is no pre-heating device on the market suitable for motorcycle use. A re-adjustment of the carburetor may aid you in getting the motor warmer than at present.

(3)—None on the market. It is possible that the Hendee Mfg. Co., Springfield, Mass., may be able to furnish you one built to order; inquire of their Engineering Department.

(4)—The original motorcycle organization, the F. A. M., was for white men only. Its successor, the M. & A. T. A., adopted this rule as well as others. We suggest that you apply to Mr. A. B. Coffman for an explanation as to the exclusion of other than white people. Mr. Coffman is the secretary of the M. & A. T. A. and is at 326 West Madison street, Chicago, Ill.

About the Motorcycle Shows

1—Are motorcycle shows ever held, if so will there be any in New York this year?

Answer

1—There was a show in Chicago in November, 1921. We presume you mean a national show. The plan at present is for the next National show to be held in New York, Feb., 1923.

Seeks Best Route

(1)—What is the best route from New York City to Bushkill Pa., through Newark, and touching the Delaware Water Gap and Stroudsburg, Pa.? Will you give me the principal cities and the total mileage?

(2)—Can I use a 28x3 inch tire on a 28x2½ inch rim? If not, why not? Can I use on a 28x2½ inch wheel a speedometer designed for a 28x3 inch wheel?

West New York, N. J.

HERBERT SPIZA.

Answer

New York to Bushkill, Pa., 110 miles. Go via Edgewater, Fort Lee, Bogota, Hackensack, Arcola, Hohokus, Mahwab, N. J.; Suffern, N. Y.; Ramapo, Sloatsburg, Tuxedo, Bear Mountain, Chester, Goshen, Denton, Tri-State, Port Jervis, Milford, Pa., Dingmans, Egypt Mills and Bushkill. For Stroudsburg, go south of Bushkill to Water Gap and Shawnee-on-Delaware.

Or, you can go via Newark, Springfield, Morristown, Chester, N. J.; Hackettstown, Butzville, Delaware, Portland, Water Gap (left to Stroudsburg, not on direct route to Bushkill) Shawnee-on-Delaware and Bushkill, 107 miles.

(2)—You cannot use a 28x3 inch tire on a 28x2½ inch rim. The rim is too small, it is not intended to take a 3-inch tire properly. If you use a speedometer for a 28x3 inch wheel on a 28x2½ inch tire your registration of mileage and speed will be incorrect, although not to a very great degree.

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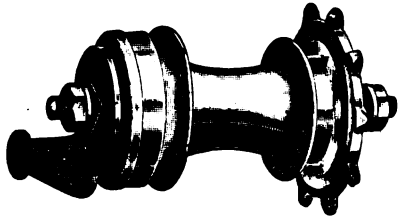
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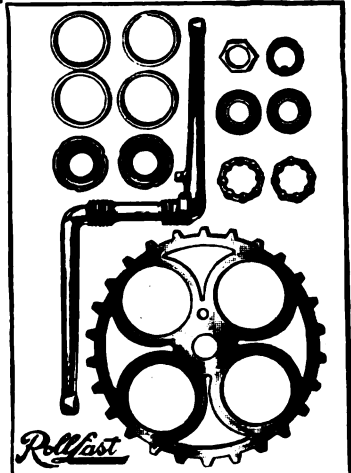
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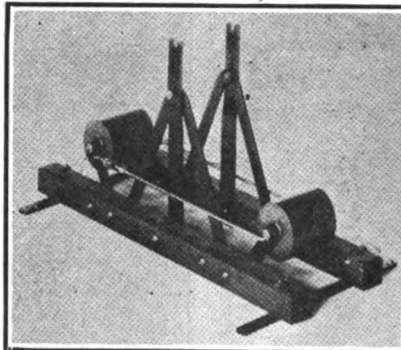
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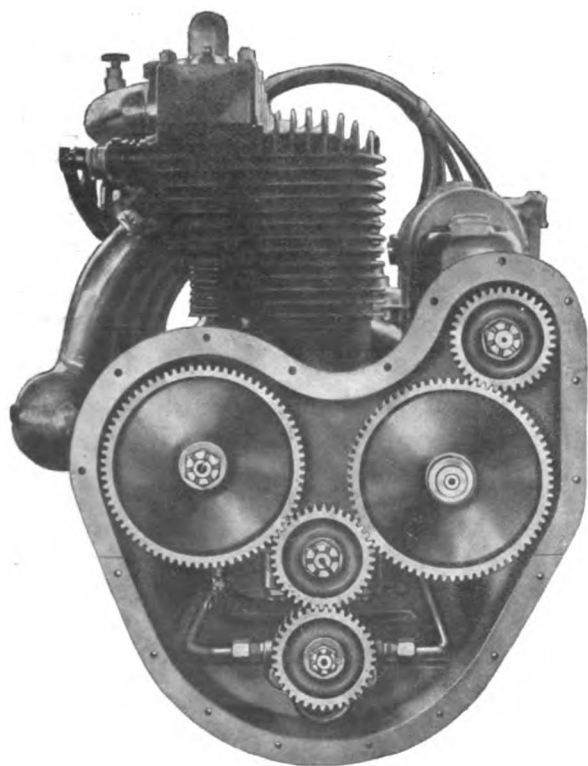


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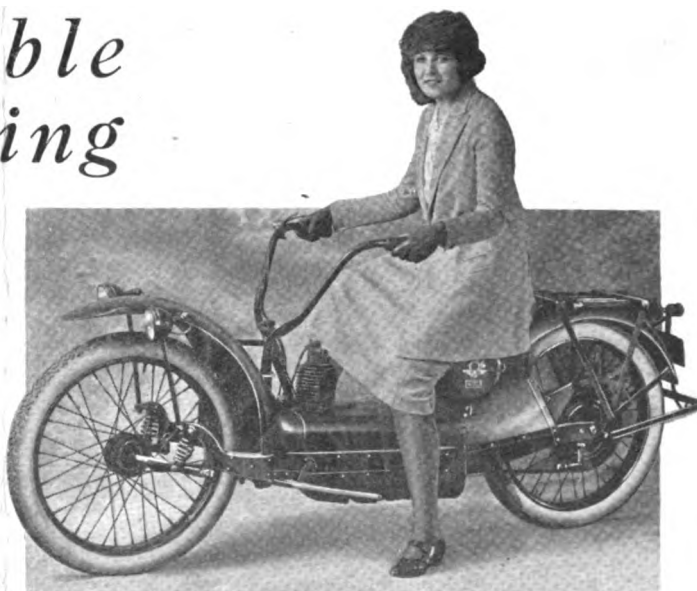


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Western Motorcyclist and Bicyclist



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CARBURETOR: Single jet automatic float feed with flexible wire control to right-hand grip.

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IGNITION: High tension magneto.

ELECTRIC LIGHTS: Two head and one tail—magneto generator.

STARTER: Kick starter direct to engine shaft.

MUFFLER: Pressed steel with baffle plates.

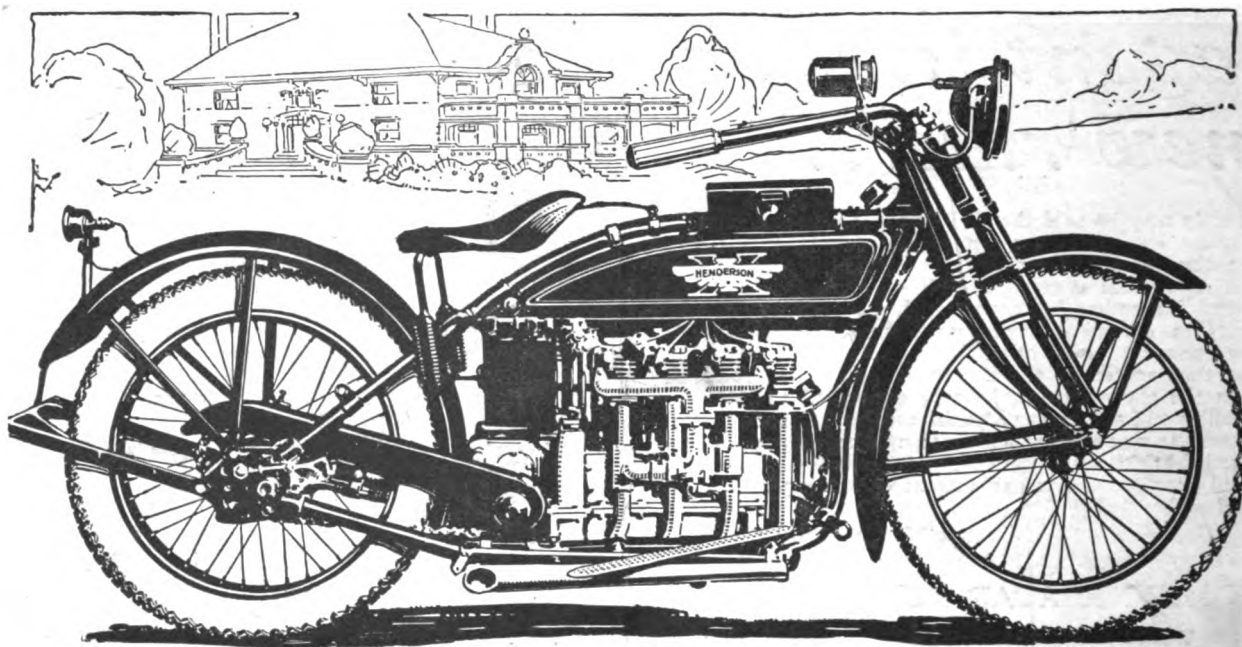
TIRES: 28 x 3" Non-skid.

WIRE WHEELS: Mounted on ball bearings.

WEIGHT: Approximately 175 lbs.

SPEED: 35 miles per hour.

NERACAR
"MOTORING ON TWO WHEELS"



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NEW YORK

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Superior

in workmanship, in design, in performance

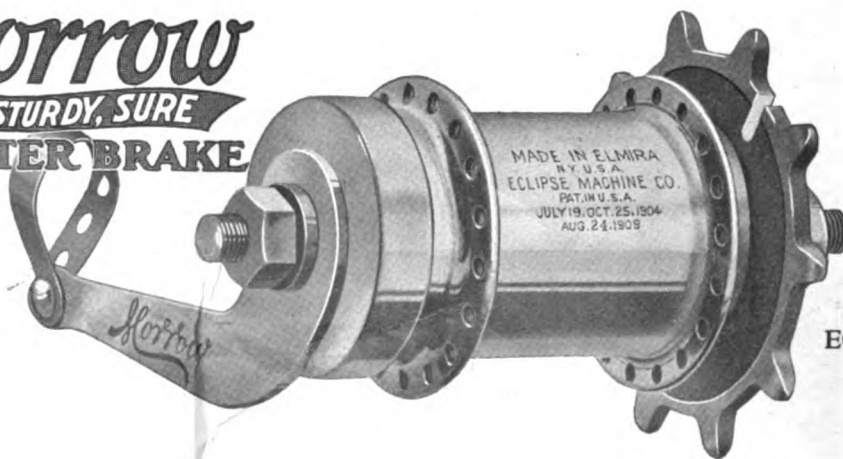
IN workmanship, in design and in performance, the MORROW is a superior coaster brake. The design is distinctive — the MORROW has more ball bearings than other brakes, it has 6 3-10 square inches of braking surface, and its braking power is generated by the friction of bronze against steel (a softer against a harder metal). MORROW workmanship is the finest, insured by 95 careful inspections in the course of manufacture.

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COASTER BRAKE



ECLIPSE MACHINE CO.
ELMIRA, NEW YORK

Motorcycle & Bicycle ILLUSTRATED

Vol. 18

May 4, 1922

No. 18

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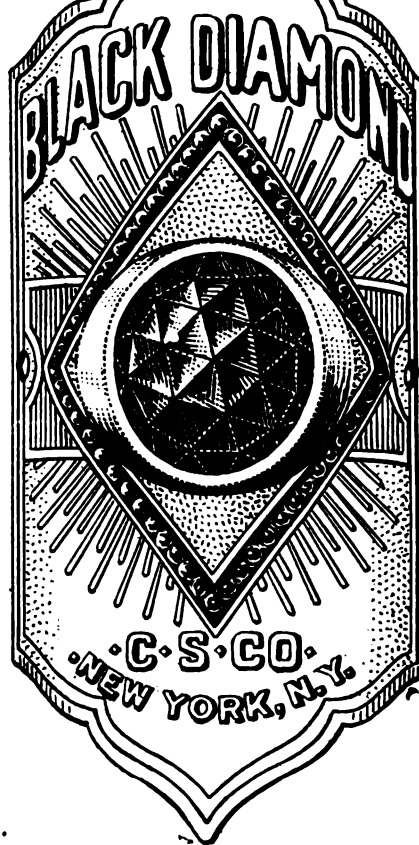
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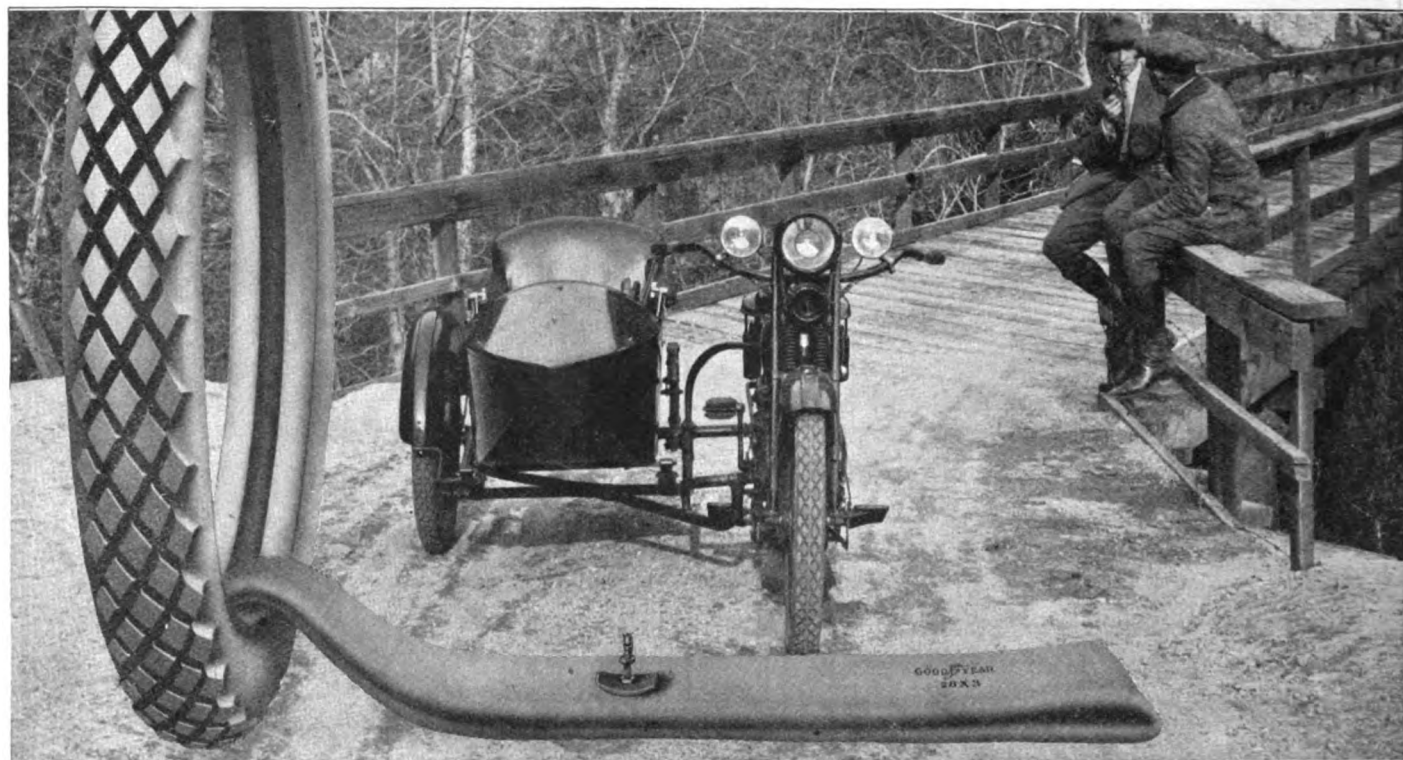


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RIDE YOUR GYPSY TOUR ON GOODYEARS



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WHEN you swing out on your Gypsy Tour next month, you'll want to leave all worries and cares behind. So be sure you have Goodyear Motorcycle Tires and Tubes to carry you safely, comfortably, and economically.

With Goodyears under you, the pleasure of any trip is increased. No matter what the pace, the road, or the weather may be, these sturdy and dependable tires will earn your praise. The thick, rugged All-Weather Tread holds securely to the road. Goodyear Motorcycle Tires are large, and buoyant to protect machine and rider from road shocks.

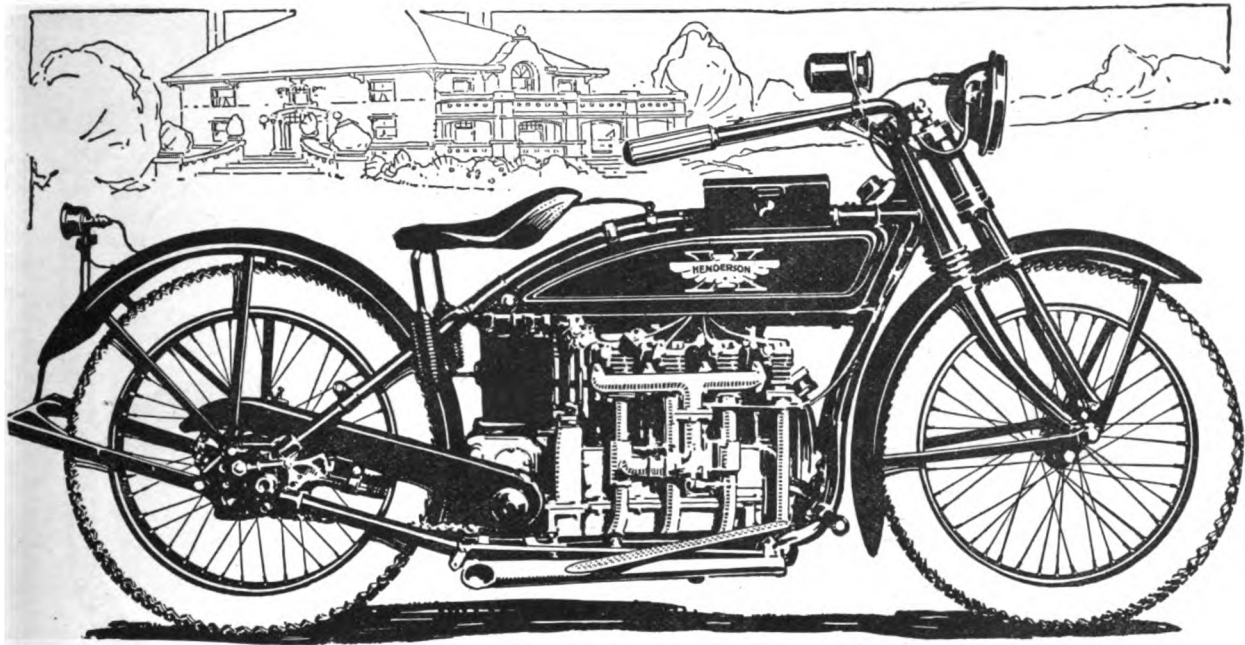
If you already have Goodyears, ask the nearest Goodyear Service Station to inspect them before you take to the open trail. And be sure to equip yourself with a spare tube for use in case of emergency.

No wonder more and more motorcycles are being equipped with Goodyears! They are made of the same fine materials and with the same careful skill, and they are as strong, for their size, as Goodyear Automobile Tires.

Ask your dealer for Goodyear Motorcycle Tires—and Goodyear Tubes.

GOODYEAR

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SMOOTHNESS OF OPERATION

THE Kushion Sprocket cushions and absorbs every transmission jar and jolt, and affords in the Excelsior, the nearest possible two-cylinder approach to four-cylinder smoothness of operation.

Many English machines are equipped with transmission shock absorbers, yet the Excelsior factory is the only American manufacturer considering the riders' comfort of sufficient importance to warrant equipping every "X" with a Kushion Sprocket.

Without a Kushion Sprocket, it is necessary to slip the clutch when running slowly to eliminate jerking and jarring. Such clutch slippage represents just so much waste power and fuel, and unnatural wear and tear of clutch parts.

Excelsior riders can run slowly with the clutches in and the Kushion Sprocket smooths over the interval between power strokes by absorbing every shock and jerk and returning it to the drive wheel, conducing to the riders' enjoyment and saving wear of chain, transmission and motor parts.

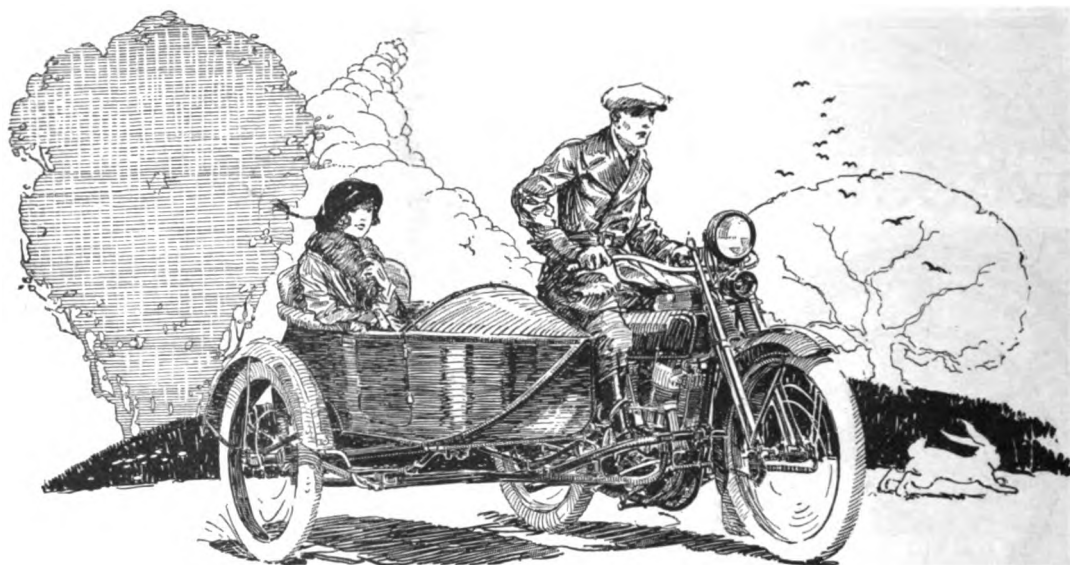


Send for a copy of our new Excelsior catalog. It illustrates and describes all superior and exclusive Excelsior features.

Excelsior Motor Mfg. & Supply Co.

3700 Cortland Street

Chicago, Ill.



Are You Ready?

Has the call of the open road gripped you? Are you longing to "give her the gas" and enjoy another season of motorcycling?

But, just a minute before you take that trip. Is your machine in the best of condition to insure another long period of motorcycling pleasure, free from trouble and worry?

Do you expect maximum power from a carbon filled motor? Are any bearings worn? Are adjustments necessary? If so, remedy these things now when it's very easy and inexpensive. Later, repair bills may result from neglect.

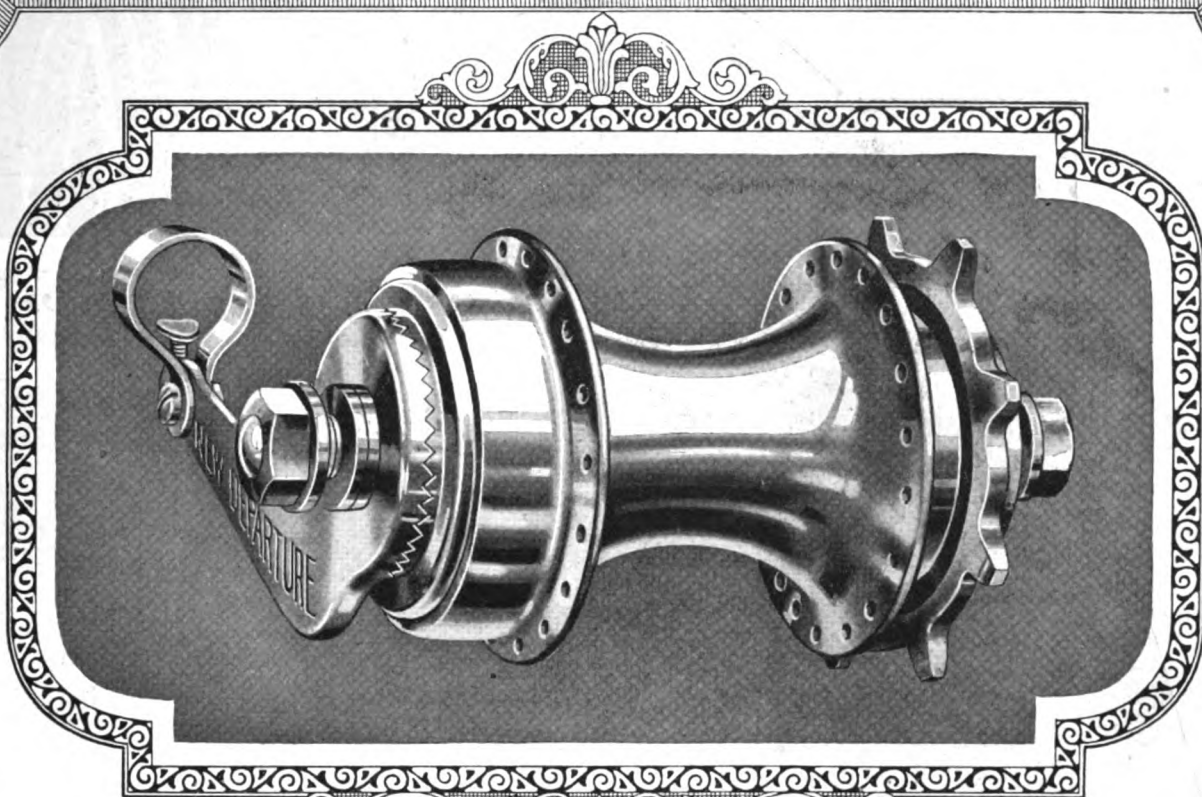
Have you drained your motor—changed from winter to summer oil? Remember, best motor performance is assured when you use Harley-Davidson oil exclusively.

If your machine needs attention, your authorized Harley-Davidson dealer should do the work, unless you do it yourself. At any rate, buy your parts from him. He uses and sells only genuine Harley-Davidson parts—the best made.

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IT is as much the part of wisdom for a dealer to make the full line of United States Bicycle Tires his sole choice as it is for a boy to pick what he needs from among the sturdy, rugged winners included in the line.

United States Tires
 United States  **Rubber Company**



VOLUME 18

Motorcycle & Bicycle ILLUSTRATED

New York, May 4, 1922



NUMBER 18



Motorcycle Gypsy Tourists

All Set *For The* Gypsy Tours

June 17-18-19 Are the Days Fixed for the Big National Motorcycle Outing

THE next big national motorcycle activity will be the annual Gypsy tours, June 17-18-19. Of course, there is going to be one in your town and of course every dealer and every club is working hard to make it a success.

The Gypsy tours are the one time in the year when every motorcyclist in the country is out to have a good time, and to demonstrate to those unfortunates who have not yet experienced the joys of the royal sport, what a perfectly glorious time a bunch of red blooded young folks can have on a motorcycle pleasure tour. We call them "young" for years have no meaning to the motorcyclist. He or she is

always young no matter what the record in the family Bible may tell.

The purpose of the Gypsy tours is twofold.

First—To promote good fellowship among the riders of all makes of motorcycles and to give them a pleasure tour worth talking about until the time for the next annual tour rolls around.

Second—To give the general public a convincing demonstration of the practical transportation and pleasure possibilities of the motorcycle. The more tours there are and the more riders there are in each tour the more effective the demonstration will be.

It is just as important to the riders as it is to the dealers that the Gypsy tours be as large and attract as much favorable public attention as possible. We all know that there has been a public prejudice against the motorcycle. Thanks to such activities as the Gypsy tours this prejudice is growing less each year, but it is still sufficiently strong to make itself felt every now and then through unfavorable State and local legislation from which the rider suffers as much as the dealer.

The Gypsy tours, which are sponsored by the M. and A. T. A., have done more than any other one thing to give the public a favorable impression of motorcycles



A Gypsy Tour checking station

and motorcycle riders, and, therefore, they deserve the enthusiastic support of all of us who ride motorcycles and want to enjoy them, free from annoying and unfair restrictions. The Gypsy tours are the one big national turnout in which it is possible for every rider in the country to take part, for while the date is national, the tours are local, like Fourth of July celebrations. Each locality arranges its own tour and selects its own destination.

The M. and A. T. A. rules and regulations are simple. There is as little red tape as possible. The big idea is to have a good time. Each rider who is a member of the M. and A. T. A., with dues paid up to or beyond the Gypsy tour dates, who completes a Gypsy tour this year, will receive from the M. and A. T. A. a monogram watch fob. The monogram will be in the shape of a belt buckle for the ladies who participate.

Membership in the M. and A. T. A. is not compulsory. Any rider may join a Gypsy tour, but only members in good standing will receive the fobs and buckles.

Each year the design of the souvenir has been different and there are thousands of riders in all parts of the country who have a complete collection from the first tour to that of 1921, who are planning to add another trophy to their string this year.

Membership in the M. and A. T. A. costs but 50 cents a year. The Gypsy tour fob alone would cost a rider more than that were he to try to buy one by itself. It is only through a purchase of thousands that the M. and A. T. A. is able to supply them.

And now a word or two to the dealers. The success of the Gypsy tours depends on you, and the greatest benefits are yours. Therefore, it is up to every dealer in the country who wants to increase his sales, to get back of the clubs and riders and help them make their Gypsy tours successful. If there is no club in your town, a successful Gypsy tour may pave the way for the organization of one. Invite the riders to join you in organizing



The 1922 Gypsy Tour Monogram



Two Henderson enthusiasts. At the left, Mrs. L. Clark of the Chicago Motorcycle Club. At the right, Mrs. F. M. McDonald of Tulsa, Oklahoma

a tour. Send to Chairman A. B. Coffman of the M. and A. T. A., 326 West Madison street, Chicago, for application blanks and get the riders to join the M. and A. T. A. It will do you a lot of good to have from 20 to 100 riders or more wearing M. and A. T. A. monogram fobs for the next twelve months, to say nothing of the good will you can create for yourself by showing the riders that you want them to have a good time and are helping them arrange a tour.

Possibly, some rider may ask you what he gets for his 50 cents. That's an easy question to answer. The M. and A. T. A. is backed by the manufacturers of motorcycles and motorcycle parts and accessories. They foot the bills for the maintenance of the central office in Chicago, and the salary of the Secretary and Chairman of the Competition Committee. This leaves the revenue from the membership fees to be expended for such things as the Gypsy tour fobs, long-distance touring medals, championship hill climbing and race medals, the maintenance of a touring bureau at the Chicago office from which riders may obtain information free of cost, and the proper regulation and supervision of competition, and the promotion of good will publicity through newspapers and magazines.

The M. and A. T. A. is the only organized body in the country with an eye out to the best interests of the motorcycle rider, and as such should have the united support of every rider. The greater the membership the more that can be accomplished. There is power in numbers. Let's all qualify for a Gypsy tour trophy this year.

EX-PILOT STARS AT DENVER

RED" WOLVERTON, an Excelsior pilot, hogged most of the honors at the annual Inspiration Point Hill Climb at Denver, Col., April 30. In the stock class he set a new record for the hill, going over the top in 11 2/5 seconds. He also won the open class and the Western motorcycle club championship. Ben Peak, also an Excelsior pilot, took second place in the open class. The climb attracted a crowd of close to 5,000 spectators.

Little Journeys *In the* Cycle Field

By W. H. Parsons

No. 6

FROM Rochester to Buffalo, our next stop, was not a long ride, and we landed at the Statler early enough to avoid the evening rush and managed to pry fairly good rooms away from the clerk. One of the interesting things about a big hotel which depends upon the commercial traveler for its business is the surprising number of vacant rooms the clerks can find long after: "Every single room is full, we haven't a thing left but a double room and bath, the price is \$8 a day. I'll put you down for the first single room vacant. You can check your grips and probably by the time you have had dinner some one will check out."

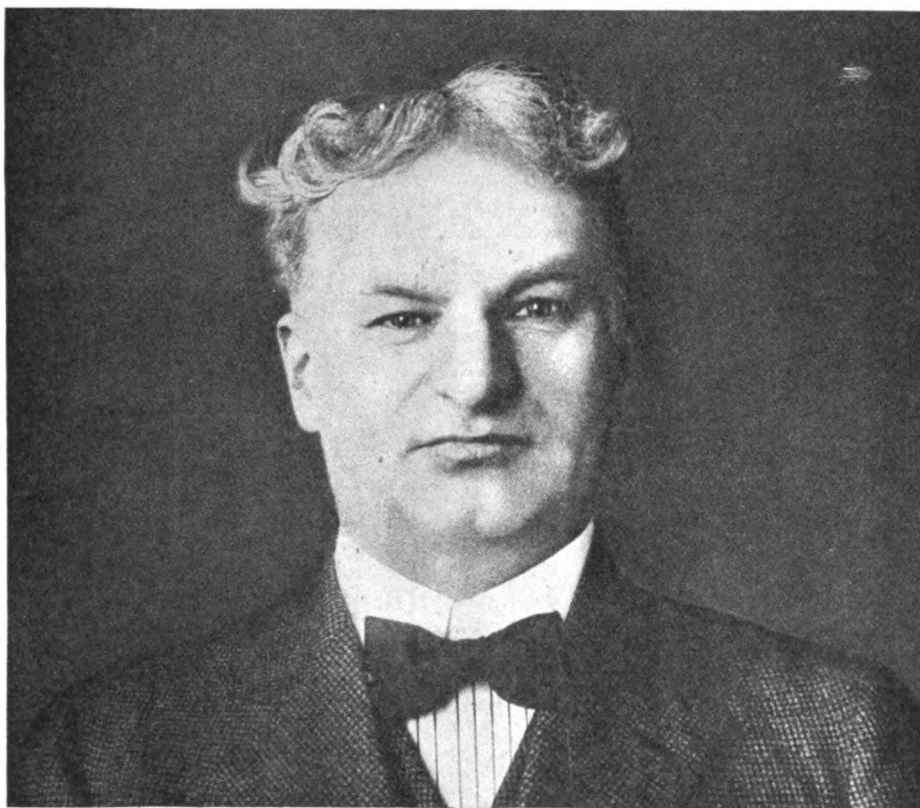
After you have listened to this story a few times and heard it recited to several dozen other wayfarers, and you have tipped the bellboy for checking your grips, and paid two prices for a half portion dinner, because: "We have to charge high prices for the food, now that the profits from the bar are gone," and then redeemed your hat from the young lady at the dining-room door, and gone back to the desk to find that some one had "just checked out" of the very room you wanted, you begin to be a trifle skeptical of the prevailing room shortage. Your doubts are not lessened very much when you

reach the room and find it in apple pie order, the windows closed tight, the steam turned off and a general air of not having been occupied for at least 24 hours. But

you tip the bellboy once more and turn out a few of the lights which he has industriously turned on, just to show you they are all working and to keep himself busy while you are fishing for your small change and let it go at that.

The clerk put "F. M." two floors above me and he suggested that I come to his room after leaving my grips in mine, and we would make our plans for a trip to the Emblem factory at Angola, which is about 18 miles out of Buffalo. I found "F. M." busy at the telephone, trying to convince some one whom he called "Arthur" that it was a lot more important that we go to Angola Saturday morning, than it was that some shoe salesman should show his samples to the village storekeeper at East Aurora. The best "Arthur" would promise was to call back in half an hour.

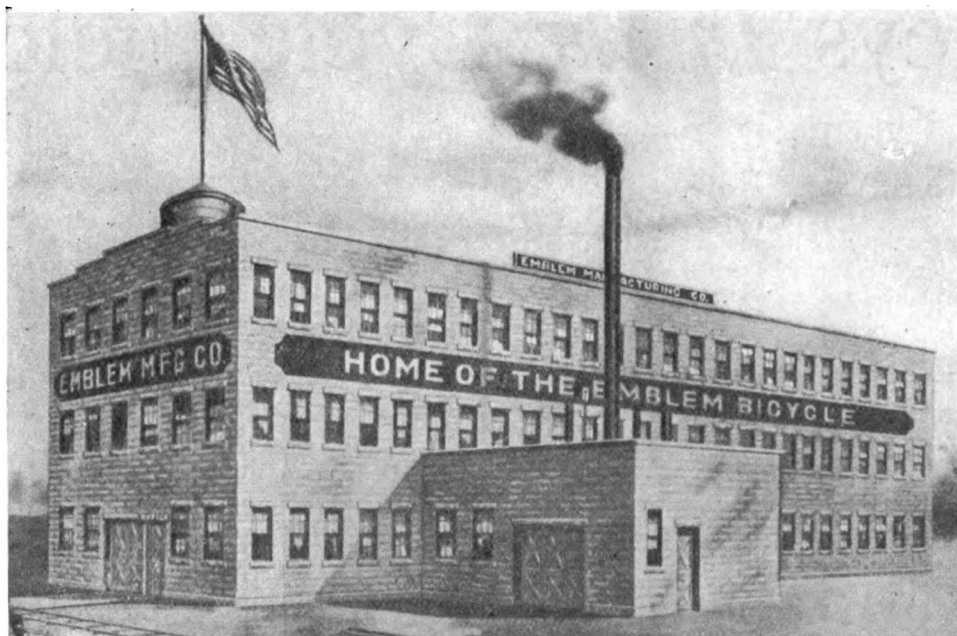
"F. M." explained that Arthur Jester had an automobile and knew how to drive it and that he made a business of driving a select clientele of traveling men about Buffalo and the surrounding territory, and that to ride with Arthur was a real privilege. Before the cigars were finished Arthur called back and said he had fixed it up with the shoe man and promised to be on hand at 8 o'clock next morning.



W G. "BILL" SCHACK, president, treasurer, sales manager, advertising manager and purchasing agent of the Emblem Mfg. Co., Angola, N. Y., is 57 years old, and for 42 of those years he has been an active bicycle booster. The first bicycle he ever owned was the old Royal Mail. He got it when he was 15 years old. In 1881 he obtained the Buffalo agency for the New Mail bicycle, handled by William Reed & Sons, of Boston. For twenty years he sold bicycles in Buffalo. He began manufacturing Emblem bicycles in Buffalo in 1895 and incorporated the Emblem Mfg. Co. in 1904. The first Emblem factory was erected at Angola in 1906. The company had a capitalization of \$20,000, and has grown to a \$400,000 corporation. In 1908-9 he started making Emblem motorcycles. The Emblem motorcycle of those days was a high-powered, belt-driven machine, and it captured many records. Most of the sales effort was made for foreign business. The original heavy machine was later superseded by the present medium weight, which is manufactured almost exclusively for export. In 1917 the business had grown to 37,800 bicycles and 1,000 motorcycles. In 1918 Mr. Schack took over the Pierce bicycle, which had been manufactured in Buffalo, and had a reputation for high quality; and now both Pierce and Emblem bicycles are made in the Angola factory.

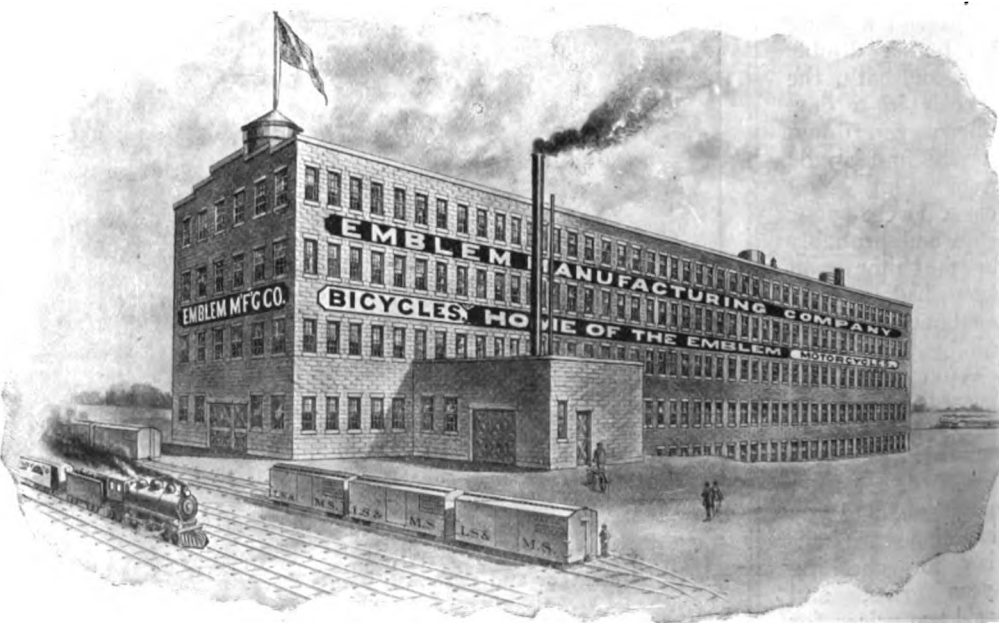
In the early days Mr. Schack won many a championship for the Ramblers Bicycle Club of Buffalo in western New York races. He also held the up-state roller-skating championship in 1880, was captain of a polo team in Buffalo and an enthusiastic fisherman. He takes it a little easier now, bowling being his chief diversion. He is a crack player, and has generally captured the prizes when bowling contests are put on at trade conventions. He belongs to the Buffalo Club, and is President of the National Bank of Angola, Treasurer of the Bicycle Manufacturers' Association, Treasurer of the Cycle Trades of America, and a member of its publicity committee.

One of his business rules is to keep in close personal touch with the dealers who handle his lines, and he is probably the only bicycle manufacturer who personally sees every dealer at least once a year. To do this he makes an annual trip from Coast to Coast.



The first Emblem factory, erected in 1906, was a three-story building

The drive to Angola, where W. G. Schack holds down the lid as president, treasurer, sales manager, advertising manager and purchasing agent for the Emblem Manufacturing Company, and incidentally puts in a few hours each day as president of the National Bank of Angola, is a pleasant road along Lake Erie. You can't help but feel fresh and vigorous after such a ride. Mr. Schack didn't say so, but I suspect that the attractiveness of the road from Buffalo to Angola had something to do with the location of the factory. In his "kid" days, over forty years ago, before many men now working with him to build up the cycle industry were born, young "Bill" Schack and his cronies used to ride their old high wheels from Buffalo to the little tavern at Angola, where they were always sure to find a good dinner to fortify them for their trip back. The tavern is still there and you can still get a good meal. Possibly another thing that influenced Mr. Schack in choosing Angola



In 1908 a large addition was rebuilt onto the rear end of the first Emblem factory and a fourth story was added. Motorcycles were added to the line



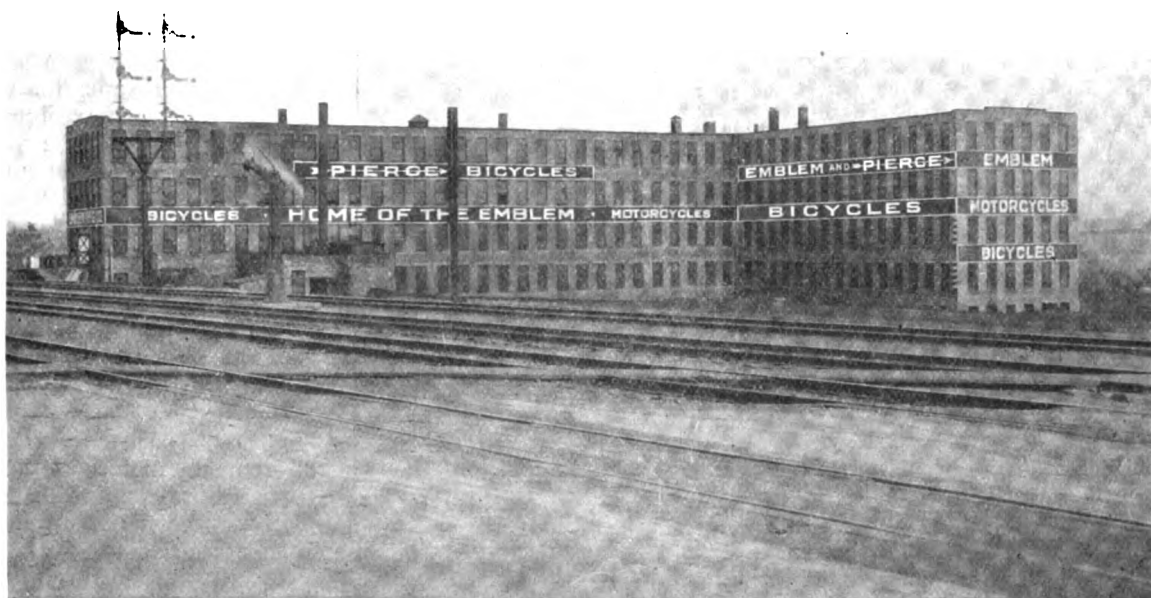
Assembling Emblem Motorcycles. These are made chiefly for export trade

for his factory site is the fact that it was possible to get a tract of land on the main line of the New York Central railroad so close that no special sidings were necessary. The freight cars stop right in front of the factory door to be loaded or unloaded as the case may be.

We got an early start and reached Angola ahead of Mr. Shack, who also drives out from Buffalo every day. The young lady at the desk told us to make ourselves at home in Mr. Shack's office, which resembles a library as much as it does an office, except for the roll top desk at one end. The big library table was covered with trade papers of all kinds, giving evidence that Schack believes in them, at least in reading them. The walls were lined with many interesting old time pictures, several of which we managed to borrow, under "cross your heart" promise to see that they were returned uninjured.

Before Mr. Schack arrived H. G. Pauer who has charge of the Pierce Bicycle end of the sales department came in and we had a little chat about the history of

the Pierce bicycle and Pauer's connection with it. Pauer is just a novice when he stacks up against an old war horse like Schack, but at that he's not such a kid in the business. He's been in the field at least long enough to know the weeds from the grain. In fact there are a lot of men who consider themselves quite some veterans who started a long time after Pauer. It was in 1898 when Pauer having served an apprenticeship in a machine shop after finishing a technical course in high school decided he wanted to work in a bicycle factory. He had plenty of competition from other young fellows who had the same idea but finally landed a job with The Pierce Cycle Co., of Buffalo. He put in a couple years learning all he could and got a better job with another company. Four years later the panic of 1907 left him out of job.



The Emblem factory as it is today

Pauer tried marine and stationary engineering but didn't like it and in less than two years was back with the Pierce, this time in charge of motorcycle experiment and repairs, the Pierce four cylinder being a popular make at that time. He was not long in working his way from the factory to the office and soon went on the

business. This entered into every piece of material, every letter, every dealing, and every person connected with it. The evidence of the worth of the policy is in the quality of the product. When the plants were segregated, and the manufac-

ture of the Pierce bicycles was taken over by Mr. Schack and the equipment moved out here to Angola, Mr. Schack insisted on adhering strictly to the Pierce policy. That's one of the reasons I am here."

Mr. Pauer told us that arrangements had recently been made with Baker, Mur-



Factory Superintendent John C. Glass. He works with his coat off and he makes things hum

road. Six years of this landed him in the Sales Manager's chair.

"The biggest thing I got out of my years in the Pierce organization, was the inspiration that I and others who came in close contact with George N. Pierce, founder of all the Pierce Arrow products, received from his rigid policy of honest



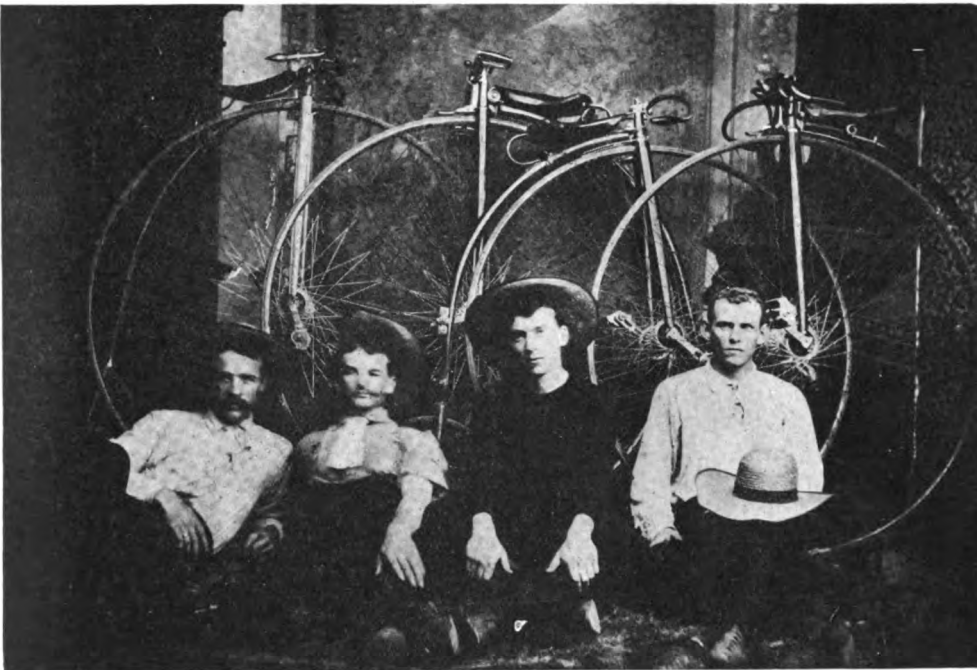
E. M. Gale and family and their side-by-side Emblem. The Gales made many records



H. G. Pauer in charge of Pierce Bicycle Sales Department of the Emblem Manufacturing Company

ray and Imbrie of New York, and Walthour and Hood, of Atlanta, Ga., to distribute both the Pierce and Emblem lines in their respective territories and that this meant better service than ever to the retail dealers.

We heard a positive sort of a step on



This is a reproduction of a tintype made 40 years ago when W. G. Schack and some of his friends were riding high wheels. He will be easily recognized as the second from the left

the stairs and in came Schack, with the ever-present cigar in the corner of his mouth. "F. M." is seldom caught without his cigar but he has nothing on Schack. There wasn't any chance for either to offer the other a smoke, for both had one and both seemed satisfied with what they had.

Some mail took a few minutes and then Schack asked how we came to be so far from home. We told him we weren't, for we had been instructed to make ourselves at home in his office, and that we had done so and were feeling quite comfortable, thank you.

"F. M." wanted to know when a picture of half a dozen riders standing on the railroad track, each holding up a high wheel, was taken, and that started the reminiscences. The particular picture referred to was taken 42 years ago when young Schack was climbing on and falling off the Old Royal Mail, his first two-wheeler. It was taken only a few hundred feet from the present Emblem factory site, on a Sunday excursion. Twenty-four years later, in 1904, the first factory, backed by a \$20,000 company, was built beside the tracks not far from where the boys posed for the photographer. The original factory was 150 x 40 and three stories high. In 1906 it was increased with a 75-foot addition and a fourth story topped the whole structure, and a couple of years later another 90 feet and another story was added. But the Angola factory was not Schack's first venture at manufacturing. He began that in Buffalo in 1894, ten years before the Emblem factory was built, and had a reputation already made before the present company was launched. The maintenance of that reputation, based on the watchword "Quality," has always been

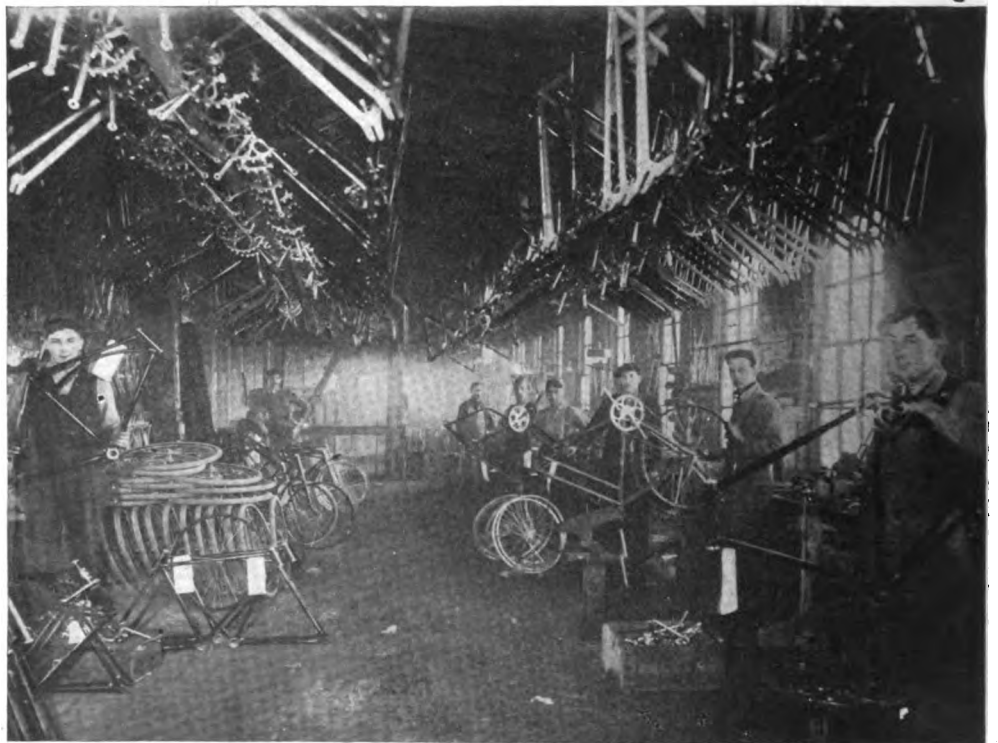
impressed upon everyone in the Emblem plant, from the coal heavers in the engine room to the factory superintendent, as the most important duty they had. The idea is well set forth in the introduction page of one of the early Emblem catalogues. "Quality. This is the watchword that is always before us; for which we have sacrificed and always will sacrifice quantity," is the declaration of policy laid down.

At that, "quantity" is not a stranger at Angola. As far back as 1917 production had reached 37,800 bicycles and

1,000 motorcycles, and in 1918 the manufacture of the famous Pierce bicycles was added to the equally well known Emblem to still further swell the annual output.

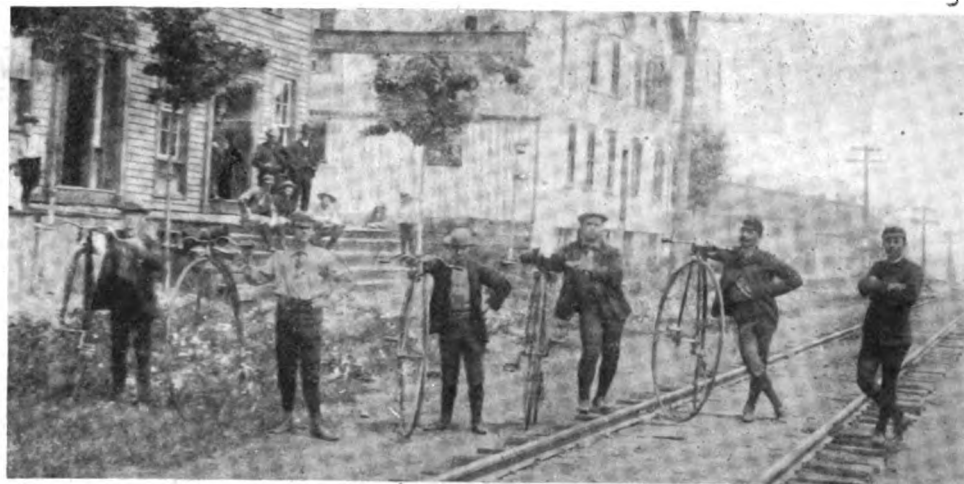
The mention of motorcycles started Mr. Schack off on a new line of thought. A good many people may not know that they make motorcycles at Angola, and darn good motorcycles, too. There was a time when the Emblem was right on deck when it came to making records, and old-timers can easily remember when George Evans held the dirt track record for a belt-driven twin, made at Indianapolis September 17, 1911. His time was 102 minutes 9 2/5 seconds, almost a mile a minute and pretty rapid time for some years after that. Then there was M. E. Gale, who piled up a flock of road records, among them one from New York to Chicago in 35 hours, made in 1910. The old belt drive, heavy weight, has been superceded by a modern medium weight, but for the past ten years the chief sales effort in the motorcycle line has been for foreign business, and that's why the fact that very good motorcycles are made at Angola are seldom advertised by the Emblem company on this side of the water. The foreign demand absorbs the present factory facilities and Schack sticks to "Quality" as preferable to quantity. But don't ever get the idea that the Emblem motorcycle is on the shelf. Some day "Bill" Schack may take a good strong bite out of his cigar and start something that will make you sit up and take notice.

We had all become so interested in the recollections of the past that the noon whistle sounded long before we thought it should. We had wanted to go through the factory, for it was F. M.'s first visit, but it was Saturday and we had



One of the busy departments in the Emblem Bicycle factory

Long before W. G. Schack established the Emblem factory at Angola, N. Y., he and his friends used to make Sunday excursions on their high wheels along the shores of Lake Erie and stop for lunch at the old hotel in Angola. In this picture, taken forty-two years ago, Mr. Schack is taking it easy on the porch of the hotel



let the whistle get ahead of us. We did manage to give the shipping room the once over on our way in, and, judging by the number of crated wheels we saw being loaded into several cars on the track outside, we came to the conclusion that the bicycle business must be pretty good after all.

Jester and his auto were waiting, with fair patience, though he did try his horn against the factory whistle and came out second best. On the way back to Buffalo he and "F. M." got into a discussion on how to tell a hard wood tree from a soft wood tree, and "F. M.," who once, many years ago, was interested in a magazine devoted to lumber, said he believed the soft wood trees were those which were green all winter and the hard woods lost their leaves. Jester said he was brought up on a farm down in Ohio and that basswood and poplar trees were considered soft wood, but they didn't stay green in the winter.

"Oh, well, if you want to be technical I can't help it; but what's that got to do with our getting back to Buffalo in time for lunch?" was the way "F. M." side-stepped further argument.

I said at the beginning Jester could



E. J. Lonn, President of Bicycle Manufacturers' Association, at the left, and W. G. Schack, Treasurer of Cycle Trades of America, at right. Note the ever-present cigar

driye. He can. He isn't what you would call reckless, but he certainly can squeeze through a small hole on a crowded road and keep going. We made Buffalo in something flat. "F. M." suggested that I get our tickets to Chicago from the porter, whom we had asked to make reservations for us, and said he'd buy the lunch. As the tickets cost \$50 and the lunch \$2 I thought he was getting a little the best of it. But I got even by tipping the porter 50 cents and adding it on to the expense account.

(To Be Continued)

FITS MOTORCYCLISTS ALSO

THE National Automobile Chamber of Commerce's news bureau editor adds to his latest bulletin some more modern motor mottoes, as follows:

Still motors run sweet.

A soft tire turneth away cash.

While there's gas there's hope.

Fools pass on hills and curves.

It is better to be slow than sorry.

Declines make the wheels go faster.

To speed is human; to get caught is a fine.



A bunch of the old timers whose pictures adorn the wall of W. G. Schack office at Angola, N. Y. Left to right: Standing, Percy P. Pierce, Col. F. T. Huffman, P. P. O'Horo (deceased), E. J. Lonn, Charles Schilder, Horace M. Huffman, Charles J. Miller, C. H. Fogarty. Seated, Ignaz Schwinn, Keyser Frey, W. G. Schack, Anthony Wallburg, Col. George Pope (deceased), Harry Wise

WEEKLY WHIRL of WHEELS



AFTER REORGANIZATION THE CYCLETOR CORP. IS GOING TO GET BUSY TO THE TUNE OF 30,000 EVANS POWERCYCLES A YEAR



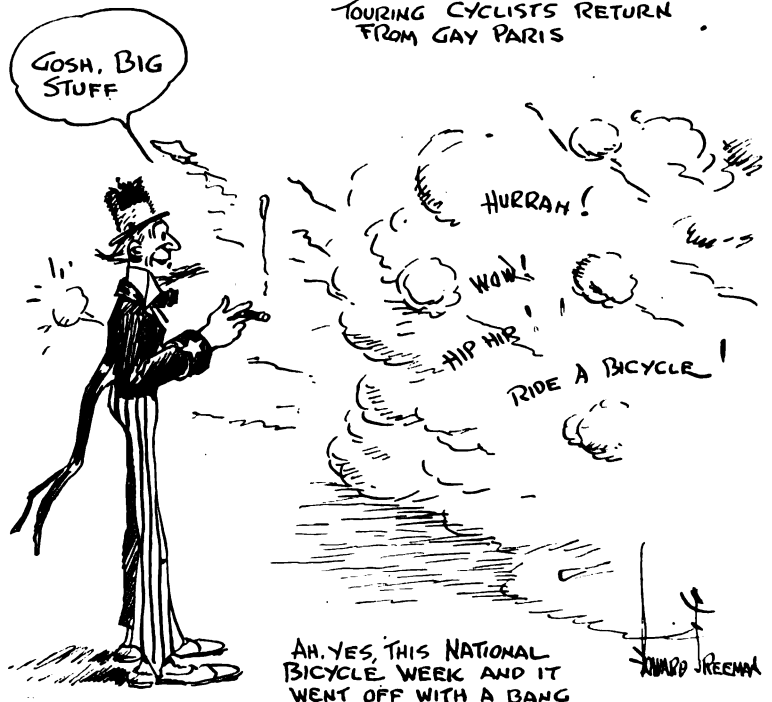
ORRIS STEELE OF PATERSON, N.J., AND RALPH SUPERNOFF OF WORCESTER, MASS., INDIAN RIDERS, GRAB ALL THE GOLD MEDALS AT M.M.A. HILL CLIMB AT WORCESTER



LESTER WIGHTMAN ROLLS UP 121 MILES TO THE GALLON IN PROVIDENCE, R.I., ECONOMY RUN. HE USED A HARLEY-DAVIDSON SPORT MODEL



TOURING CYCLISTS RETURN FROM GAY PARIS



AH, YES, THIS NATIONAL BICYCLE WEEK AND IT WENT OFF WITH A BANG

WILLIAM GREEN

Harley-Davidson Increases Sales Force

BUSINESS may not be quite up to normal as yet, but the Milwaukee company is certainly going after it good and strong. Just recently Domestic Sales Manager T. A. Miller put four new men on the selling forces, and he and Assistant Sales Manager Don Stevens have been kept "on the jump" training the new salesmen and acquainting them with Harley-Davidson manufacture and policies. The men are Clarence E. Wohlford, Chicago; William H. Plouff, Milwaukee; Walter Williams, now of Milwaukee but formerly of Racine, and George Bark, of Milwaukee. All of the men have had previous motorcycle experience in some way or another and are thus well fitted to take up the work of selling motorcycles.

Mr. Wohlford was formerly connected with the Illinois Telephone Company, spending twelve years altogether with this organization. The first six years he served them in the capacity of commercial representative, and it was during this time that he became acquainted with the efficiency and economy of the motorcycle, using one daily in his work. He also spent one year with this company as advertising solicitor, soliciting ads for the classified ad section of the telephone directory. The states of Iowa, Nebraska, South Dakota and Wyoming have been assigned to Mr. Wohlford.

Mr. Plouff, who has been given the territory of Maryland, Delaware, Virginia and North Carolina, acquired his sales experience in Milwaukee while acting as automobile salesman with the Saxon-Reynolds' Company for two years, one year and a half with the United States Rubber



The four new additions to the Harley-Davidson Sales Hustlers. From left to right: Walter Williams, Clarence E. Wohlford, William H. Plouff and George Bark

Company as accessory salesman, and one year with the American Ever-Ready Works as sales engineer in the Storage Battery Division. Mr. Plouff has also had previous motorcycle experience, having been a motorcycle dispatch rider overseas during the war.

Receiving his early training in salesmanship with Guy Dixon, former Harley-Davidson dealer of Racine, Wis., Mr. Williams is well qualified to represent the Milwaukee factory's product. He worked with Mr. Dixon for two years as clerk and salesman. Later he spent four years with the Lee Tire & Rubber Co., also in a sales capacity. Mr. Miller announces that no definite territory has yet been assigned to Mr. Williams, but it is more than likely that it will be in the East.

Mr. George Bark is an old employe of the Harley-Davidson Company, having been in charge of the Adjustment Divi-

sion of the Service Department for the last eight years. Mr. Bark has been ambitious, fitting himself for the position he now holds by taking up courses at the University Extension Division in accounting, salesmanship and economics. For the time being, he will be assistant to Mr. F. G. Coolidge, salesman for the New England states. Later on, a definite territory will be assigned to him.

Mr. Miller also states that Mr. John S. Balmer, who was taken on as salesman shortly after the Chicago Show last November, is now traveling Georgia, Florida, South Carolina, Mississippi, Alabama, and Tennessee. Mr. Balmer was formerly connected with the Balfour Hardware Company, Harley-Davidson dealers in Savannah, Ga., as retail salesman. He was with this company seven and one-half years. He has always been an ardent motorcyclist.



The motorcycle policemen and their fair passengers in the big circus parade arranged by the Ringling Brothers for Mrs. Randolph Hearst for the benefit of the Milk Fund of the New York Mayor's Committee

M. & A. T. A. Bulletin

By A. B. Coffman

Chairman, Competition Committee

THE Denver Motorcycle Club, Denver, Colo., has just registered with the M. and A. T. A. and their number is 144. Joe McCarthy, secretary-treasurer of the club writes that they start off with a large number of their members registered with the M. and A. T. A. and within a month or two hopes to make their membership 100 per cent. M. and A. T. A. The officers are President, Jack Briggs; Vice-President, Hugh Murray; Secretary - Treasurer, Joe McCarthy; Recording Secretary, W. H. Edwards; Road Captains, Dave Stringham and Jack Green; Road Police, Leon Schreiber, C. M. Harold, Wm. Van Buskirk and Dave O'Neil. From this lineup it is plain to see that tours, picnics and such activities will be orderly and will give the correct idea of motorcycling to the public at large.

Quite an extensive program of events are scheduled for this season that will prove interesting and entertaining for all members.

* * *

M. and A. T. A. registered club No. 145 is the San Mateo Motorcycle Club, San Mateo, Cal. Their officers for this year are John Beck, President; E. C. Harper, Secretary, and Dick Boerner, Captain. At present time they are planning for a new clubhouse, and staged a dance to increase their finances with that object in mind. Their members will go on the Gypsy Tour to Pismo Beach which

**What Springtime
Activity Are You
Responsible For?—
Tell the Editor**

will be the largest gathering of motorcyclists we held in the state.

* * *

Remember, the National Gypsy Tours are scheduled for June 17-19. Renew your membership now and qualify for the new M. and A. T. A. monogram fob awarded all M. and A. T. A. members in good standing who complete the tour. Fob for gentlemen; belt pin for ladies. See your Club Secretary or local motorcycle dealer for complete information or write the Motorcycle and Allied Trades Association, 326 West Madison street, Chicago, Illinois.

* * *

The Brooklyn Motorcycle Club, No. 2590 Myrtle avenue, Brooklyn, New

York, is the latest club to register with the M. and A. T. A. and have been assigned No. 146. The officers elected at their last meeting for 1922 are Mr. Geo. Painter, President; Gustave Grohman, Secretary; Frederick Meister, Referee; Philip Sohner, Treasurer. This is a 100 per cent. M. and A. T. A. club. Many activities are being planned for this summer, to be announced later.

RACING MEN AVAILABLE

Below are the names and addresses of motorcycle riders, members of the M. and A. T. A. in good standing at the present time whom I believe will race this season. If any rider whose name should be on this list has been overlooked please get in touch with the Chairman of the Competition Committee, 326 West Madison street, Chicago, at once. This list is published so that promoters may get in touch with these riders promptly.

Clarence Price, 19 Weldon avenue, Mansfield, O.
R. G. Oakes, care Oakes' Motorcycle Shop, Wellsburg, W. Va.
Alexander Morrison, 511 Rising Sun avenue, Philadelphia, Pa.
William Minnick, 700 Delaware avenue, Wilmington, Del.
Hammond Springs, 86; E. Merritts avenue, Atlanta, Ga.
Tex. Richards, 73 Augusta avenue, Atlanta, Ga.
"Speed" Woolf, 101 Marietta street, Atlanta, Ga.
L. Lawler, 118 Main street, La Grange, Ga.
Floyd H. Dreyer, 642 Market street, Youngstown, Ohio.
W. H. Korn, 430 Brady street, Davenport, Ia.
Jim Davis, care Pacific Motor Supply Co., Los Angeles, Cal.
Ralph Hepburn, care Pacific Motor Supply Co., Los Angeles, Cal.
Fred Ludlow, care Rich. Budelier, Los Angeles, Cal.
Otto Walker, care Geo. A. Faulkner, Oakland, Cal.
Ray Weishaar, care Rich. Budelier, Los Angeles, Cal.
Gene Walker, 453 E. Georgia street, Atlanta, Ga.
Eddie Brink, 30 Morton avenue, Dayton, O.
Maldwin Jones, Lebanon, O.
Joe Wolters, 3700 Cortland street, Chicago, Ills.
Paul Anderson, 3700 Cortland street, Chicago, Ills.
John C. Seymour, care Hendee Mfg. Co., 1229 So. Wabash avenue, Chicago, Ills.
Wells Bennett, care Strine Cycle Co., Portland, Ore.
L. E. Parkhurst, 2041 Grand avenue, Milwaukee, Wis.
Lester Foote, 319 Cleveland avenue, Loveland, Colo.
Franke Kuncie, 319 Cleveland avenue, Loveland, O.
Nemo Lancaster, 373 Peachtree street, Atlanta, Ga.
Orie Steele, 98 Broadway, Paterson, N. J.
Arthur Petcher, 133 Fort Hale road, New Haven Conn.
Willbur A. Story, 675 Ferry street, New Haven, Conn.

VETERAN DOES LONG "TRIP"

Eugene Estoppey, all-round athlete and life guard at Coronado, Cal., celebrated his 51st birthday by riding 51 miles without resting or dismounting from his bicycle. He mounted at 7:30 in the morning and dismounted at 10:11, breaking his own time record. The start and finish took place in front of the Hotel Coronado, located at Coronado. His ride was a good test for the veteran.



A race? No. But upon landing at his home the cop caught the aeroplane speeder, who was Lawrence B. Sperry, and handed him a summons

Championship Races at Atlanta

By R. B. Parrish

LISTEN, everybody in the Southeast—Atlanta is to have another speed fest similar to that of 1919 and even though you may not live in the south-east, listen just the same for when Atlanta has a championship meet she usually makes it fast and furions. The 5-mile sidecar and 10-mile solo M. and A. T. A. national championship will be decided.

The following riders have already expressed their intentions of entering: Gene Walker, Paul Anderson, Floyd Dreyer, Hammond Spring, "Nemo" Lancaster, "Tex" Richards, and Jack Hailey. There are others who have not as yet tossed their hats into the ring.

The sidecar championship will be something entirely new in the South, and there will be nothing slow about it either. Think of a sidecar outfit turning a one-mile track in something like 51 seconds. Well, it has been done and Atlanta has the second fastest mile dirt oval track in the country.

The Atlanta track circles a lake. The entire inside of the track is a lake. This keeps the track somewhat moist and prevents it from being baked and cracked as most all tracks are. You know water conducts an echo. For instance, when the riders are going down the back stretch on the Atlanta track one can hear the roar of their motors much plainer than when they are on the home stretch.

There is a movement on foot to get all dealers within a reasonable distance of Atlanta to arrange Gypsy Tours to Atlanta for the races. This would make a double program for the gypsy tourist. So get out your touring togs and come along.

You speed lovers, remember how your thirst was quenched in Atlanta on Sept. 12, 1919. Well, the same thing will be in store for you here on May 20, 1922. If you want to drive over and camp a day or so before or after the races there is an ideal camp ground near the track and if you want some amusements for yourself and the kiddies, Lakewood Park is second to none. The following dealers will welcome you to Atlanta: Gus Castle, Cycle & Motor Co.; Buttrick Motor Co.; Indian Motorcycle Co., and Shearin Cycle & Supply Co.

Come on in, the water's fine.

INDIANS IN THE T. T. RACES

FOUR Indians have entered in the Tourist Trophy races that will be conducted on the Isle of Man on May 30 and June 1. The Indians are entered in the Senior race on June 1.

In connection with the Tourist Trophy Races an interesting proposal has been made to run a lap race for amateurs on May 31. The proposal is exciting keen in-

terest in view of the frequently expressed wish for a tourist trophy race quite free of trade support or professionalism of any kind. The proposed event is being fostered by the Isle of Man Motor Cycling Club, and a cup has already been offered.

The number in each class is as follows:

JUNIOR RACE, TUESDAY, MAY 30

	Entered by makers.	Other entries.	Total
A.J.S.	7	0	7
Edmund	3	0	3
Dot	2	0	2
Ivy	1	3	4
Sheffield-Henderson	2	0	2
New Scale	2	2	4
New Comet	1	0	1
Douglas	0	2	2
Blackburne	1	0	1
Raleigh	0	1	1
Massey-Arran	1	1	2
Cotton	2	1	3
H.B.	1	0	1
Coulson	1	0	1
Totals	24	10	34

SENIOR RACE, THURSDAY, JUNE 1

	Entered by makers.	Other entries.	Total
Indian	4	0	4
A.J.S.	2	1	3
Triumph	4	0	4
Douglas	0	4	4
Sunbeam	5	7	12
Rudge	7	1	8
Norton	5	9	14
Scott	3	2	5
N.U.T.	1	0	1
New Hudson	2	0	2
New Imperial	1	0	1
Sheffield-Henderson	2	0	2
Beardmore	3	0	3
Massey-Arran	1	0	1
Duzmo	0	1	1
Not specified	0	1	1
Totals	40	26	66

250 C.C. LIGHTWEIGHT RACE, TUESDAY, MAY 30

	Entered by makers.	Other entries.	Total
Levis	3	1	4
Velocette	3	0	3



Do you know the lady? She comes from Lancaster, Pa.; but she's shy, and only signed herself "A Lancaster Motorcycle Enthusiast" when she sent in her picture

New Imperial	0	3	3
Invicta	0	1	1
New Hudson	1	0	1
Hobart	0	1	1
Diamond	4	0	4
Sheffield-Henderson	2	0	2
Francis-Barnett	0	1	1
Massey-Arran	0	1	1
Sun-Vitesse	3	0	3
O.K.	3	0	3
Coulson	2	0	2
Totals	21	8	29

OTHER ENTRIES

Races Not Specified	
New Imperial	5
Reg. Lucas	1

Total for three races..... 135

Practice for the races will start on May 15 and wind up on May 29. The practice hours are from 5 to 7 a.m., with the exception of May 21 and 28.

PUTTING IT OVER ON THE FOLKS

LETTERS asking how to buy its stock are a part of the daily mail of every successful corporation. Usually they are matter-of-fact inquiries, but once in a while a dull day is enlivened by a flash of real "human interest." Here is one such letter, recently received by the American Telephone & Telegraph Co.:

"I have got a little money loose, enough to buy a few shares of American Telephone & Telegraph. Can I get it direct from you or do I have to get it through some broker? If I have to get it through a broker, who is a good one, and what would be his commission? Kindly answer in a plain envelope. This is money I have had hid. If my folks knew I had it I would have to get a new car, and I think the old one is good enough."—*The Wall Street Journal*.

ORGANIZE NEW FISK CLUB

THE Woodland-Fisk Bicycle Club of Woodland, Cal., has been reorganized and is now ready to give the members plenty of outings during the coming season. The newly elected officers are: President, Tom Lawson; secretary-treasurer, Joe Davis; side guard, William Ross; captain and leader, C. Drummond Chamberlain. The first trip of the season was to the University of California Experimental Farm, at Davis. The boys enjoyed a swim in the tank, and after filling up on sandwiches, had a good run home. The only mishap was a blow-out that Raymond Ross had a few blocks from the farm. One of the smallest boys, who could ride for half-fare, volunteered to go home by train and check the bicycle. This was done, the club footing the cost of the railroad ticket.

The Death of B. A. Swenson

THE death of Berndt Alvar Swenson, as the result of injuries received when he was thrown beneath a truck, Tuesday, April 25, occurred in the Rhode Island Hospital at Providence, Wednesday afternoon, April 26.

Probably no dealer in the country was better-known than B. A. Swenson. His place will be hard to fill.

At the time of the accident Swenson was driving a sidecar in a westerly direction. As he approached a corner a heavy truck, going north on the intersecting street, approached at a rapid pace and showed no signs of slowing down for the corner. Swenson realized a collision was imminent, and as the truck was coming from his left, he swerved his sidecar quickly to the right, with the result that he tipped over and was thrown between the front and rear wheels of the truck. The driver put on the emergency brakes, which prevented the rear wheels from passing over Swenson, but he was dragged about twenty feet in the wreckage of the motorcycle and so badly injured that death came the next day. The truck driver is held under \$4,000 bonds for trial on a charge of reckless driving.

Mr. Swenson was 48 years old, and came to America from his native Sweden when he was 15 years old. The story of the building of his business, from his start in a little repair shop in the basement of his home to the establishment of a chain of cycle stores in New England, was told in a recent issue of "Motorcycle and Bicycle Illustrated."

His first place of business was established on Willard avenue, Providence, R. I., about 20 years ago. He later removed to Prairie avenue and afterward built the Swenson block at Blackstone



The last picture taken of B. A. Swenson. He is shown at the right holding the checking sheets for the annual trophy run of the Providence Motorcycle Club. His daughter, Miss Gladys Swenson, holds the cup he donated, and Eddie Lutz, at the left, holds a cup presented by himself

and Broad streets. Since 1912 he conducted a business in bicycles, motorcycles and accessories and was widely known to riders in New England. Besides his business in Providence he was a partner in the Motorcycle Supply Company, Pawtucket; the Hadfield-Swenson Company, New Britain, Conn.; the Swenson-Stutz Company, New Haven, Conn., and a stockholder in the Cranston and Worcester, Mass., cycledromes. When the Rhode Island Amusement Company built the cycledrome at Providence Mr. Swenson was elected treasurer.

He became known to motorcyclists and the public all over the country in 1908

when, driving a single-cylinder machine, he established a road record from New York to Chicago. He was a familiar figure to racing fans on the tracks and held scores of trophies which were awarded him for his victories.

One of his boasts was that he never owned an automobile.

He was always planning for the pleasure of the motorcycle riders, stood sponsor for the Providence Motorcycle Club, and actively participated in the organization of all runs and contests. The use of a rustic camp which he owned was free to the club members.

Surviving Mr. Swenson are his widow and two children, Edward A. and Gladys. Funeral services were held from his late home, 359 Blackstone street, at 2 o'clock Saturday afternoon, April 29.

Among the officials of the Hendee Manufacturing Company who attended the funeral were: F. J. Weschler, J. B. MacNaughton, Ed. Buffum, A. A. Anderson, George Sherman, and Parmley Hanford.

BAKER IS ON HIS WAY

CANNONBALL BAKER left Los Angeles at midnight Tuesday, riding an Ace motorcycle and specially reinforced Goulding sidecar, with which he hopes to make a new transcontinental record to New York. The weather at the start was cold and cloudy, but there was a big crowd to see him off. Sleep stops will be at Albuquerque, N. M.; Dodge City, Kas., and Indianapolis. The route will be the usual one, except for some detours in Missouri.

Baker arrived in California a week ago, at the conclusion of his pathfinding trip in preparation for the transcontinental ride by which he contemplates establishing a coast-to-coast record for sidecars. Baker had made the journey from Indianapolis in what most riders would consider as fast time, but had had leisure enough along the way to glean an abundance of detailed information regarding present road conditions along the route.

For this pathfinding trip Cannonball used an Ace motorcycle with a stock Goulding sidecar attached, but for the record ride he transferred to a sidecar rebuilt for this particular trip in the Ace experimental room and incorporating features of construction that could not be obtained in any variety of stock sidecars. In order to insure the outfit's standing the gaff of the continued hard pounding at high speed over the long trip, this special car is built with a powerful system of extra braces and strong reinforcements which are eloquent of the pace that the veteran long-distance rider plans to maintain on this journey.



"Cannonball" Baker and his pathfinding Ace

Cycling Popular in Capital

APRIL 23 was a red-letter day in Washington, D. C., and what was said to be the largest cycle run held there in years wound up at the Washington Monument. Lieutenant Colonel C. O. Sherrill, in charge of parks, roped off space on the green on the north side of the monument so that Fred St. Onge, the C. T. A. missionary, could tell of all the good things there is in cycling. Cap-

parade. A tandem, a triplet and a sociable bicycle were among the wheels ridden, which gave St. Onge an opportunity to give an interesting talk on the evolution of the bicycle from the old high wheel and all the wheels shown up to the time of the present safety. In conclusion he gave a talk on road deportment and Safety First principles that met with approval.

F. L. Leishear, for having his bicycle adjusted nearest to the correct riding position and for general good appearance. Donald Wildman was awarded a bicycle lamp, donated by the Haverford Cycle Company, for being the youngest boy rider. Dorothy Brooks received a lamp from Frank Lazarus for being the youngest girl rider. Herman Francis, for being the neatest Boy Scout in the ride, received a pair of Palmer racing tires, donated by Romm & Flatow. The next prize on the list was a pair of new tires by the Seigel Cycle Company, given to Harry Hoover for having the worst and most wornout tires on his bicycle. His tires were in such bad condition that the crowd wondered how they held any air at all.

The Washington Times was gratified to be given the opportunity to participate in the affair, the dealers were immensely pleased, and all who attended the affair or rode in the run thoroughly enjoyed themselves. Pennants and button souvenirs were distributed before the start. Twelve women riders participated in the ride, Mrs. St. Onge assisting on this end. Many of the dealers rode wheels in the run. Frank Hazleton, of the Harry Seamark Company, did much to line up the dealers for the week of activities. From the time of the meeting, which was held on Monday evening, when eleven dealers



Miss Anna May Stamm receives the cup awarded to Wallach School, Washington, D. C., for largest turnout in St. Onge parade

tain McMorrow and Lieutenant Carroll, Colonel Sherrill's aids, assisted.

The Times, Washington's leading evening paper, got behind the affair. The Times printed 249 inches of reading matter on the week, used nine photo reproductions, and the local dealers paid for a full page of advertising matter announcing the ride. A silver cup was donated by the Times for the school with the greatest number of riders in line. Harry Seamark, F. L. Leishear, Munger Brothers, the Haverford Cycle Company, National Sport Shop, Seigel Cycle Store, and Romm & Flatow gave prizes for meritorious riding.

Wallach School won the silver cup emblematic of the fact that more pupils from that school participated in the Times' sociability run than from any other school.

Little Miss Anna Stamm, who received the trophy from Louis McMahon, of the Times, said: "We are tickled to death over this victory, and our principal will be positively thrilled. We have won other trophies for Wallach School, but we shall prize this the most."

The run was a success. Approximately 500 cyclists formed in line at the Peace Monument under the shade of the Capitol and rode up Pennsylvania Avenue to the monument, following St. Onge on his high wheel. Thousands witnessed the



Some of the feminine participants in Fred St. Onge's bicycle demonstration at the National Capital

Awarding of the prizes was next in order. W. D. Jones, 76 years old, won the Emblem bicycle, offered by Harry Seamark to the oldest rider. Miss Juanita Bode was awarded a brand new Yale bicycle, donated by Munger Brothers, for being the most neatly attired woman rider and making the most attractive appearance. Leroy Bonbest was awarded a 26-inch wheel Crown bicycle, donated by

were accounted for, there was no let-up in the enthusiasm. "Bid" was on hand the latter part of the week and stayed over for the ride on Sunday.

THE IRISH CYCLIST SAYS

"That if you learn the true meaning of the word NOW, you will soon be able to spell it the other way round—WON."

Boston Run a Success

Three Thousand Cyclists Participate in Third Annual Run of Boston American — Many Prizes Awarded

THREE THOUSAND men, women and children cyclists from all parts of New England participated in the third annual social bicycle run of the *Boston Evening American* at Boston Sunday afternoon, April 30. It was without question the most successful event of its kind ever staged in New England. Many riders came from 50 miles away to attend. Police and park officials estimated the throng of spectators at Franklin Field, where the concluding contests were held, at 25,000. They said it was one of the largest crowds that ever assembled there for a sporting event.

Forty-eight fine prizes including high-grade bicycles, gold watches, gold, silver and bronze medals, subscriptions to leading cycling magazines, a 42-piece dinner set, sweaters, and all sorts of bicycle accessories, donated by bicycle dealers and manufacturers, were awarded at Franklin Field. There were eight classes including perfection in riding for men, women, boys and girls. Nearly every type of bicycle from old-time "highboys" and "hone-shakers" to up-to-the-minute machines were ridden.

Mayor James M. Curley, of Boston, broke an engagement in order to be present to present prizes to winners. He did this in gracious manner while half a dozen "movie" operators ground out films of the performance. By the mayor's side was Robert C. McCabe, managing editor of the *Boston American*, who took a personal interest in all the doings.

The run was conducted under the personal direction of John W. "Jack" English, who has had charge of many of the *Boston American's* editorial promotion features. It was the third time he conducted the *American's* runs. Judging from the success of these affairs it is likely they will be continued.

From Copley Square, the riders started when Mr. English gave the word at 3 p. m. Riding at the head of the procession was a detachment of seven motorcycle police. Following closely behind on high wheels of other days were John J. James, Boston, from whose handle bars extended imitation airplane wings with propeller in front; George H. Leavitt, North Hampton, N. H., in cowboy outfit and 13-year-old George Breslin, Boston, in Continental Army uniform. These three riders created much discussion and many smiles from the roadside spectators who lined the way. They were flanked by Mr. English who rode a new wheel.

At every favorable place along the route which led through Boston's park system, motion picture operators turned their

cranks industriously so that the riders might later "see themselves as others saw them." The run was one to delight the most exacting rider. The roads were in perfect condition, the temperature was just right and nature was at her best.

Traffic was stopped along the entire route until the last of the riders passed, special permission being given by the street and park commissioners. When the riders reached Mayor Curley's attractive home at the edge of Jamaica Pond, His Honor stood bareheaded on the sidewalk with other members of his family and waved a cheery greeting to the cyclists. The din of horns that answered, indicated how popular he is. The mayor was enthusiastic over the affair.

When the riders reached Franklin Field, after passing through Franklin Park, they were greeted by Park Commissioner James B. Shea and his assistant, Deputy Commissioner William P. Long, both of whom did their utmost to make the outing a success. Through their kindness the quarter-mile oval running track was roped off and 50 policemen preserved perfect order.

The procession of riders circled the track once for the benefit of the spectators while the "movie" photographers ground

more yards of film. After the cyclists had left the oval again the various contests were staged while St. Augustine's Fife, Drum and Bugle Corps of 75 boy musicians played lively airs under direction of Lieutenant Nicholas Flemming.

The first contest—for decorated bicycles—was unusually picturesque. Because of the large number of prizes offered in this class it brought forth many contestants, many of whom worked out novel ideas. The outfit that captured first in this class was a light wooden structure of battleship shape erected about the bicycle and was covered with green crepe paper on which was pinned yellow flowers. Elmer Murray, a 14-year-old boy Scout from Needham Heights, won first. The second prize winner in the decorated bicycle class was John Agathos, of Cambridge, whose handlebars held an arch containing bunting, scores of tiny United States' flags and a "Kewpie" doll.

The Peaslee sisters, of Cambridge, Williamina, 14, and Rebecca, 12, were attired alike in middies and bloomers and attracted much attention on their decorated wheels. Each won two prizes. Eighteen-year-old Geraldine Wyman, of Fitchburg, was easily the best in the class for perfection in riding for girls over 15 years. Last year she won a high-grade bicycle as first prize. This year she rode the prize bicycle and duplicated her performance of last season, capturing a fine dinner set. "All I need now is a husband," said "Gerry," as the prize was presented her. "I'll put the dishes in my hope chest," she added.

Another rider who came in for a lot of attention was 70-year-old Thomas Halfrey, of Newton, whose long flowing beard interested the movie men and spectators. Charles Theil, of Boston, a widely known dealer whose shop in Roslindale is a rendezvous for riders, entertained the crowd with a fine exhibition on various kinds of unicycles.

The judges were John McDowell, of Needham; A. Kennedy, of Quincy; Frederick A. Brummitt, of Roxbury; Jacob Berkowitz, of Dorchester, and Walter L. Potter, of Cambridge. All are men who have been prominently identified with cycling practically all their lives. Their decisions were made with precision and dispatch. The list of prizes and winners follows:

CLASS NO. 1

For perfection in riding, males over 15 years of age.

1—Indian motorbike, donated by Indian Cycle Co., Boston. Won by Fred I. Perreault, Malden; 57 years of age.

2—Gold watch, donated by New Departure Mfg. Co. Won by Charles Fred Travis, Brighton; 54 years of age.



Miss Hazel Burgess, star actress in "Madame X" at the Imperial Theatre, Augusta, Ga., takes her daily constitutional on a Rollfast bicycle. Robert Lee Sumerau, Jr., of R. L. Sumerau & Sons, local Rollfast agents, is at the left

- 3—Gold-filled medal, donated by Cycle Trades of America. Won by Thomas Holfrey, Newton; 70 years of age.
- 4—Pair tires, donated by Goodrich Rubber Co. Won by Maurice Steinberg, Boston; 17 years of age.
- 5—Year's subscription to Motorcycle and Bicycle, Illustrated, donated by publishers. Won by Winfield S. Peaslee, Cambridge; 50 years of age.
- 6—Lamp, donated by Bridgeport Brass Co. Won by E. P. Anderson, Dorchester; 57 years of age.
- 7—Combination lamp, donated by F. A. Smith Mfg. Co. Won by John Semple, Jr., Boston.
- 8—Pair handlebars, donated by Kelly Handlebar Co. Won by Albert Goddard, Maplewood.
- 9—Pair racing rims, donated by American Wood Rim Co. Won by Yale Chodorowsky, Boston; 15 years of age.

CLASS NO. 2

For perfection in riding, ma's 15 years of age or under.

- 1—Snell bicycle, donated by Hub Cycle Co. Won by Sidney Kuposky, Dorchester; 13 years of age.
- 2—Gold medal, donated by Pierce Cycle Co. Won by Clair Corey, Boston; 14 years of age.
- 3—Gold-filled medal, donated by Cycle Trades of America. Won by Arthur Gurney, Boston; 13 years of age.
- 4—Belt and buckle set, donated by Hendee Mfg. Co. Won by Bernard Lippman, Dorchester; 13 years of age.
- 5—Baseball fielder's glove, donated by James W. Brine Co. Won by Leopold Myers, Roxbury; 13 years of age.
- 6—Bronze medal, donated by Cycle Trades of America. Won by Jacob A. Powell, Boston; 13 years of age.
- 7—Pair Flisk cord tires, donated by J. W. Grady & Co. Won by Samuel Gronich, Boston; 14 years of age.
- 8—Delta lamp, donated by Delta Electric Co. Won by Edwin Strong Brown, Brighton; 13 years of age.
- 9—Electric lamp, donated by Frederick A. Brummitt, Roxbury. Won by Tatoul Zulalian, Dorchester; 14 years of age.
- 10—Racing saddle, donated by Persons Mfg. Co. Won by Gerald Houghton, Roxbury; 15 years of age.
- 11—Trip cyclometer, donated by Veeder Mfg. Co. Won by George Flynn, So. Boston; 14 years of age.
- 12—Horn, donated by Bevin Brothers Mfg. Co. Won by Stewart Day, Dorchester; 14 years of age.

CLASS NO. 3

For perfection in riding, for girls over 15 years of age or women.

- 1—Forty-two piece dinner set, donated by Buffalo Specialty Co. Won by Geraldine Wyman, Fitchburg, Mass.; 18 years of age.
- 2—Pair cord tires, donated by Flisk Tire Co. Won by Reva Hart, Dorchester; 15 years of age.
- 3—Pair Pennsylvania vacuum cord tires, donated by Harry Katz, Cambridge. Won by Marie Gurgenson, Roslindale; 20 years of age.
- 4—Pair handlebars, donated by Chicago Handlebar Co. Won by Mrs. Lella B. Kunz, Jamaica Plain.
- 5—Mud guard set, donated by International Stamping Co. Won by Helen O'Connor, 11 Sparks St., Cambridge.

CLASS NO. 4

For perfection in riding, for girls 15 years of age or under.

- 1—Gold watch, donated by Eclipse Machine Co. Won by Edith Harris, Roxbury; 13 years of age.
- 2—Silver medal, donated by Cycle Trades of America. Won by Mary Mahoney, Jamaica Plain; 14 years of age.
- 3—Sweater, donated by Wright & Ditson. Won by Florence Hatcher, South End; 14 years of age.
- 4—Pair vacuum tires, donated by Pennsylvania Rubber Co. Won by Fannie Kaplan, Dorchester; 14 years of age.
- 5—Twentieth Century lamp, donated by Stevens & Co. Won by Williamina Peaslee, Cambridge; 14 years of age.
- 6—N. B. model horn, donated by Seiss Mfg. Co. Won by Alice Ready, Cambridge; 14 years of age.

CLASS NO. 5

Best exhibition of trick riding, boys 16 years of age or under.

- 1—Pair tires, donated by Federal Rubber Co. Won by Albert Hill, Boston; 13 years of age.
- 2—Bronze medal, donated by Cycle Trades of America. Won by Joseph Taylor, Roxbury.
- 3—Chain, donated by Diamond Chain & Mfg. Co. Won by Lawrence Frederick, Dorchester; 15 years of age.



Part of the participants in the Davis Day celebration at Pensacola, Fla. T. T. Wentworth, the Davis dealer there, certainly brought out the youngsters

CLASS NO. 6

"Old Timers" competition. Limited to old-time high wheels, "bone-shakers" and other obsolete models.

- For perfection in riding, open to all.
- 1—Year's subscription to Motorcycling and Bicycling, donated by the publishers. Won by John J. James, Roslindale; 59 years of age.
 - 2—Pair cord tires, donated by Indiana Rubber & Insulated Wire Co. Won by George Breslin, Forest Hills; 13 years of age.
 - 3—Pair pedals, donated by Frederick A. Brummitt, Roxbury. Won by George H. Leavitt, North Hampton, N. H.

CLASS NO. 7

For perfection in riding, tandems to sextettes, open to all.

- 1—Troxel's Eagle Easy saddle, donated by Mead Cycle Co. Won by Fred Gurgenson, Roslindale.
- 2—Pair tires, donated by Goodby-Rankin Co. Won by Carl Jackson, Jamaica Plain.

CLASS NO. 8

For best decorated bicycle, open to all.

- 1—Gold medal, donated by Emblem Mfg. Co. Won by Elmer Murray, Needham Heights; 14 years of age.
- 2—Silver medal, donated by Cycle Trades of America. Won by John Agathos, Cambridge.
- 3—Pair Vitalic tires, donated by Frederick A. Brummitt, Roxbury. Won by Alice Ready, Cambridge; 14 years of age.
- 4—Model No. 10, two-speed coaster brake, donated by The Corbin Screw Corp. Won by Williamina Peaslee, Cambridge; 14 years of age.
- 5—Pair vacuum cup tires, donated by S. J. Beckwith & Co., Boston. Won by Rebecca Peaslee, Cambridge; 12 years of age.
- 6—Pair Vitalic tires, donated by Continental Rubber Works. Won by Howard Cook, Cambridge; 15 years of age.
- 7—Jersey, donated by Davis Sewing Machine Co. Won by Charles M. Wheeler, Cambridge; 16 years of age.
- 8—Solar lamp, donated by C. M. Hall Lamp Co. Won by Emmett Sherlock, Pawtucket, R. I.; 38 years of age.
- 9—Pair of pedals, donated by Torrington Co. Won by Aaron Kosofsky, Dorchester; 16 years of age.
- 10—Set of wrenches, donated by Frank Mossberg Co. Won by Wm. Kelley, Roxbury; 15 years of age.

DAVIS DAY AT PENSACOLA

THE Davis Day celebration held in Pensacola by T. T. Wentworth, Jr., was a grand and glorious success. There were 55 boys who rode in the stationary bicycle race.

Refreshments were served throughout the day and souvenirs given away. The

store was thronged all during the day and many prospective bicycle buyers were evident.

A good mailing list was obtained and over 100 inches of newspaper publicity was obtained for the celebration which was a stimulator for the bicycle business as a whole in Pensacola.

RADIOS DAVIS DAY RESULTS

DAVIS DAY was appropriately celebrated in several Arkansas cities. The efforts, exhibits and attractions offered by dealers creating considerable interest among bicycle enthusiasts and also interesting numerous bicycle prospects—especially among smaller boys.

In Little Rock the Arkansas Cycle House, 807 Main street, staged a race on a home trainer in its show windows. This was the first event of its kind ever staged in Little Rock and had more than 40 entries, each entrant riding for five minutes. The entrant making the highest mileage score won first prize. Albert Huffman, 1614 State street, won first prize, making one and one-half miles in the allotted time. A sweater and a Solar bicycle lamp and a U. S. chain tread bicycle tire, with souvenir racing caps, were awarded. Morris A. Ray, manager of the store, also staged races in celebration of National Bicycle Week.

In Pine Bluff the McClean Cycle Company staged home trainer races. Jewell Johnson won first prize, covering 2.2 miles in five minutes, while Herbert Wilcox won a special race with 2.1 miles in five minutes. The firm plans to hold these races monthly. A feature of the McClean company's race was that the results and names of winners and entrants were broadcasted from a local radio station. This is probably the first instance in Arkansas of a bicycle dealer utilizing the radio for advertising purposes.

ON THE BELL LAP

Live Comment on Current Cycle Happenings

By Walter A. Bardgett

THE goosebone weather prophet of Pennsylvania, who said that we are in for the coldest summer since 1879, has so far batted a thousand in the Prophecy League.

* * *

The talent from Europe has started to arrive. Rudy Lehman, the pacemaker, landed in this country last week. He will make pace for the riders at the New York and New England tracks.

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Eddie Bald, the first "triple plate champion" of 1895-96-97, has branched out as a radio entertainer. Eddie last week gave a talk on "Joys of Spring and Summer Motoring" from KDKA, the Pittsburgh broadcasting station.

* * *

The "Coney Island Handicap" will be conducted by the Empire City Wheelmen, of Brooklyn, on Decoration Day. This is the ninth race of this kind and 25 place and 10 time prizes will be up for the riders. Bicycles will be given for first place and time prize.

* * *

Brask Anderson, the Dane, who won the amateur sprint championship of the world at Copenhagen last year, is said by Jack Neville, the president of the Trainers' Union, to be an excellent pace follower. Andersen may be seen in paced races on this side of the Atlantic if he can be secured.

* * *

The many friends of B. A. "Ben" Swenson, the Providence cycle dealer and cycling enthusiast, will regret to learn of his death by accident last week in Providence. "Ben" acted as treasurer of the Providence track when that track was started and was also interested in the Worcester course.

* * *

It is stated that Anthony Beckman, the North Hudson Wheelmen's star, will compete at the New York Velodrome as a pro. He is now a member of the Amateur Bicycle League of America and if he rides as a professional when the New York track is opened up he will deserve considerable credit for not flopping back to the N. C. A. fold and try to ride as an amateur.

* * *

Young Bobby Walthour rode like a real veteran at the Newark Velodrome last Sunday, when he disposed of David Lands in a match race and doing the trick in straight heats. He was timed for the last eighth in the first heat in 12 3/5 seconds and trimmed a shade from that time in the second heat, when he was clocked in 12 2/5. He rode in impressive style and may fill out and be a real battler.

* * *

It was "Revenge Match Day" at the Newark Velodrome last Sunday. The three match races run the previous Sunday were repeated. Arthur Spencer beat Ray Eaton a week ago and he repeated again on Sunday. Alfred Gouillet beat Orlando Piani, the Italian, the week previous, but the Italian was in better tune on Sunday and he reversed the verdict. Bobby Walthour, Jr., and David Lands had each won a heat of their match race the week

before when the rain put a stop to the program. They competed in a brand new match on Sunday and Walthour won in two straight heats.

* * *

Hans Ohrt postcards from London, where he appeared in a three-cornered match race against Bill Bailey, the English sprinter, and Pete Moeskops, the world's champer that he was to race in Berlin and hit the trail for New York. He is due to arrive today. In the London match, which was held at the Herne Hill track, Bailey won all three heats with Moeskops running second in each session.

* * *

Albert Dejonghe, a Belgian soldier-veteran of the World War, accounted for the Paris-to-Roubaix road race on Sunday, April 16. The winner covered the course of 270 kilometers (167 1/2 miles) in 7 hours and 47 minutes, he being six minutes ahead of Jean Rosius another Belgian. Emile Masson and Paul Demain, Belgians, finished third and fourth, respectively. A field of 148 riders started.

* * *

The open road-racing season in this part of the Rand McNally was inaugurated on Sunday, April 30, by the Century Road Club of America on the Hudson County Boulevard. Out of a total entry list of 148 there were 123 starters. The handicapper strung the riders out to four minutes and the first four finishers were from 3 1/2 and four-minute men. They worked together nicely and if anything profited by the other riders refusing to do likewise.

* * *

The Newark Stadium Company is having some rough sailing on the financial sea. The application for a receiver for the company was made Friday, April 28, by Charles Flocken, an Elizabeth contractor. A matter of \$21,791 was the bit that Flocken claims for labor, material and services. When he demanded payment it is said that Flocken was told that the bank roll was flatter than Volstead beer, hence the application for receivership. Cash assets the company has nix and the only other asset is an uncompleted structure on Frelinghuysen avenue. Another dream busted.

* * *

The migration of the paced division towards New England points will start shortly. Providence will open on May 19 and Revere Beach will start May 20. New Bedford will begin operations on May 22 and Worcester about Decoration Day. The sprinters, who make New England their stamping ground, will hit the trail for Old New England by wheel, auto and train next week. There will be plenty of racing up that way and the paced riders will be chasing circuits, motors and making connections with trains for considerable time. The pacemakers will be kept busy, too.

* * *

The "Association Handicap," the annual feature to be run by the Century Road Club Association, will be held on the Ocean Parkway, Brooklyn, N. Y., Sunday morning, May 14, at 9 a. m. sharp. The commit-

tee wishes it to be known that entries for this event close on May 8 and prospective entrants should send in their entries early. The committee states that no entries will be received after that date. Steve Ahearn is chairman of the committee and all information about the event will be supplied by him if riders will address him at 521 West 50th street, New York City. From New York City the course can be reached by taking the Brighton Line subway to Parkside avenue station and then walk west to Park Circle.

* * *

You can't keep old Jack Prince down. The veteran who has built more bicycle, motorcycle and automobile tracks and who has interested more lumber companies into the racing game than any other promoter, is out in Kansas City, Mo., and will show the natives of the "Show Me" State the fastest speedway in the world, according to the dope from out that way. In commenting on the site for the new speedway pipe what Jack has to say: "There could not have been a better site selected. The location is ideal, the track is comparatively level and very little work will be required to lay the ground work on which the track and stadium is to be built. The condition of the surface soil in that section is especially well adapted to speedway building and I am confident that no time will be lost in perfecting a racing track surface that will be faster than anything in the country." Like wine, Jack and his brand improve with age. Jack and his old racing rival, "Senator" Morgan, were at the Newark Velodrome on Sunday. The "Senator" is trying to arouse interest in an automobile speedway at Port Newark. Of course, Jack Prince will be the builder of the track.

The secretary of the National Cyclists' Union, the governing body in England, has announced the program for the world's championship meeting, to be held at Liverpool, England, from July 28 to August 7. On Friday evening, July 28, the title meeting will open with the heats and repechage of the amateur sprint championship. The second day, Saturday afternoon, July 29, will see the semi-finals and final of the world's amateur championship. In addition the amateurs will have a one-lap scratch race to those riders who competed in the world's amateur title event, but not riding in the final of that race. A quarter-mile handicap and a half-mile handicap will also be run for the "Simons." The third day, Saturday, August 5, will witness the professional short distance championship heats and repechage and the heats, if necessary, of the motor-paced championship. A half-mile handicap and a 15-lap "preme" race fills out the day program. The final day of the championship meeting will be held on Monday, August 7. The semi-finals and final of the sprint championship and the final heat of the motor-paced championship will be decide. In addition there will be a one-lap handicap and a 15-lap "preme" race. The amateur and professional sprint championships will be run over the one-kilometer distance. The heats of the motor-paced championship, if it is found necessary to conduct heats, will be at 50 kilometers (31.6 miles), while the finals will be at 100 kilometers (62.13 miles).

C. R. C. of A. Race Has 123 Starters

New Jersey Organization Holds First Open Race in This Section—Promoting Club Members Take Four Places—Beckman Time Winner



In the C. R. C. of A. race on the Hudson County Boulevard. Upper, start of scratch men, left to right, John Amabile, Joe Schaefer, Anthony Beckman, Bert Marquart, Walter Caldwell and Arthur Nieminsky. Lower left, finish of second bunch. Lower center, Anthony Beckman, time prize winner, left, and Frank O'Shaughnessy, the winner; lower right, the scratch men in action

OUT of an entry list of 148 riders, 123 started in the first open road race of the season on the Hudson County Boulevard, Sunday, April 30. The event was the ten-mile Hudson Boulevard Bicycle Classic held under the auspices of the Century Road Club of America and sanctioned by the Amateur Bicycle League of America.

The race was captured by Frank O'Shaughnessy, a member of the promoting club, who started from the 3 1/2-minute mark. The winner and second and third, Nathan Smith and Harry Kuntz, members of the promoting club, had a big lead over the rest of the field along with Paul Schusztok, another member of the C. R. C. of A., who had a four-minute start.

The winner's time was 30:51 1/5 and the second and third men were only a fraction of a second slower. Schusztok was about a half-minute or so slower.

Six scratch men started in the race,

among them being Arthur Nieminsky, of the U. S. I., and the road champion of America; Anthony Beckman, the North Hudson Wheelmen's star; Walter Caldwell, Ben Marquart, C. R. C. A., and Joe Schaefer, of the Acme Wheelmen. The scratch men kept together and at the finish Beckman beat out Marquart, Nieminsky, Caldwell and Schaefer in the order named. The finish of the first 25 riders and the time prize winners, follows:

Pos.	Rider and Club	Hdep.	Time
1.	F. J. O'Shaughnessy, C. R. C.		
2.	N. Smith, C. R. C. of A.	3:30	30:51 1/5
3.	H. Kunz, C. R. C. of A.	3:30	30:31 1/5
4.	P. Schusztok, C. R. C. of A.	4:00	30:51 1/5
5.	W. Helmsburg, N. H. W.	3:00	31:21 1/5
6.	L. Giroud, C. R. C. A.	2:45	
7.	C. Bremier, E. C. W.	3:00	
8.	H. Helman, C. R. C. A.	3:00	
9.	O. Condit, N. H. W.	2:30	
10.	C. Winter, Unat.	2:15	
11.	E. Taborelli, N. H. W.	3:15	
12.	H. Rosenbohm, N. H. W.	3:00	
13.	W. Schnable, A. W.	3:00	
14.	L. Introui, G. V. W.	3:30	
15.	J. Kohn, B. C. W.	2:00	
16.	A. Anderson, C. R. C. A.	2:45	
17.	S. Kapland, B. V. W.	3:00	
18.	J. Rawlins, C. R. C. of A.	3:00	

19.	S. Roth, I. A. G. A.	3:00	
20.	H. Schliesman, A. W.	2:30	
21.	M. Zelazo, N. H. W.	2:30	
22.	C. Reisen, N. H. W.	3:00	
23.	J. Rinetti, U. S. I.	3:00	
24.	J. Silver, C. R. C. A.	3:00	
25.	G. Menzer, N. H. W.	2:00	

TIME PRIZE WINNERS

1.	A. Beckman, N. H. W.	Scr.	29:33 1/5
2.	B. Marquart, C. R. C. A.	Scr.	29:34
3.	A. Nieminsky, U. S. I.	Scr.	29:34 1/5
4.	Walter Caldwell, C. R. C. A.	Scr.	29:34 1/5
5.	Joe Schaefer, A. W.	Scr.	29:34 1/5

Guide to clubs: C. R. C. of A., Century Road Club of America; N. H. W., North Hudson Wheelmen; C. R. C. A., Century Road Club Association; E. C. W., Empire City Wheelmen; A. W., Acme Wheelmen; G. V. W., Greenwich Village Wheelmen; B. C. W., Bronx County Wheelmen; B. V. W., Bay View Wheelmen; I. A. G. A., Italian-American Gymnastic Association; Unat, unattached.

BICYCLE DAY A SUCCESS

Stockton, Cal.'s second annual bicycle day was a big success. The local dealers gave away \$250 in prizes, and all traffic stopped during the parade. The affair was under the auspices of the U. S. Bicycle Association, under the direction of which Fred St. Onge gave his interesting exhibition on Stockton Bicycle Day, 1921.

Cycle Clubs and Their Activities

BALTIMORE STARTS THE SEASON

BALTIMORE, MD.—The Maryland Bicycle Club plans to open the local cycle racing season with a bang on Saturday, May 13, when they will promote an open race meet on the Lake Drive course at Clifton Park. A fine program of races is scheduled, which will include events for all classes of riders, from the youngsters and novices, to the seasoned speedmen of the local club. Several special events will be held for the benefit of the boys aged 16 and under, but the events which will bring out the crowd and furnish the thrills of competition will be the two-mile open and the miss-and-out race, in which all the local stars and several from out of town will compete.

A fine list of prizes of various kinds has been gotten up and the winners in the various classes, from the fast men to the boys, will be well repaid for their efforts. Entry blanks will be placed in all bicycle and sporting goods stores. Prospective entrants may communicate with Hugo Mele, 502 North Payson street. The course is open for training on any afternoon or evening and riders are urged to familiarize themselves with it without delay.

The showing made by the Maryland Club riders in the races at Washington last Sunday were very gratifying to the club's supporters. Conover won the one-mile open from a field of fast men, including Marquart, C. R. C. A. champion; Flatow and Payne, Washington C. R. C. A., and J. E. Nitz, Jr. In the ten-mile handicap the Maryland riders, Conover, Mele and Zimmerman, accounted for fourth, fifth and sixth time and place prizes.

RACES FOR WINDY CITY

Chicago, Ill.—Julian T. Fitzgerald, Western representative of the Amateur Bicycle League of America, announces at least two big races a month under A. B. L. auspices.

On May 21 the outdoor season is to be opened with a series of races at Douglas Park, under the auspices of the Opal Athletic Association, Inc., the races being sanctioned by the A. B. L.

The races include seven two-mile races, open race for boys under 18 years of age, open race for girls, Class A, Class B and Class C races, novice and tandem, and a six-mile open handicap.

This will be followed on May 30 by the most important early event of the Summer, the 100-mile race from Milwaukee to Chicago. Mayors and chiefs of police of both cities are to be officials of honor in the race.

Entries for the Milwaukee race close May 20. Some 150 entries are anticipated by Mr. Fitzgerald. Two leaders among 31 Milwaukee entries received are A. M. Laumann and Alfred Hartung. Six fast Chicago riders, who are expected to enter, are Roy Mobeck, Jules Arens, Walter Witzke, August Benson, Edmund Kokot and Oscar E. Olsen.

To wind up the season, the biggest race of all is planned for Labor Day. Wheeling, Ill., to Chicago has been named for the course. Most of the races during the Summer are to be held in Humbolt Park, on the West Side.

TORONTO HAS A BICYCLE RUN

Toronto, Ont.—The City Playgrounds Committee of Toronto, Ont., has officially taken up the bicycle sport as a feature of local playgrounds' activities. The first cycling event to be held was an organized run in which the boys and girls of various sections of the city participated. The start of the run was made from the East Riverdale recreation centre, under the direction of Supervisors Denning and Campbell, the start being made at 9 a. m., on April 22.

About forty cyclists got under way from this centre, headed by the supervisors, who were also on wheels. They picked up further contingents at the Moss Park, McCormick and other playgrounds in their ride westward through the city and out to High Park. Passing through this park they traveled along Bloor street to the Humber River and thence to Lambton, a picturesque suburb of the city. Here they had a picnic lunch and then engaged in competitive games of various kinds. After a fine afternoon's sport, the boys and girls rode home by a different route without mishap. Upwards of 200 cyclists took part in the fine outing.

"LONE CAMPER" ON LONG HIKE

Toronto, Ont.—Jack Taylor, of Toronto, known as "The Lone Camper," started out from Toronto on April 24 for a 5,000-mile hike with his bicycle. Taylor had laid out a route which will carry him through the Southern States and finally to San Francisco. Taylor, who is 69 years of age, was accompanied only by his white and brown terrier, "Skeezies," and he expects to spend several years on the road for this trip. He plans

to return to Toronto by way of British Columbia and Western Canada.

About ten years ago Taylor was not expected to live because of a serious ailment. He decided to adopt a life in the open and since then he has enjoyed a number of outings. He uses the bicycle mainly for the transporting of a small tent and other luggage. He was born in New Brunswick and lived most of his life in Hamilton, Ont., but he is a naturalized citizen of the United States.

GOULDING REAL CYCLE ENTHUSIAST

Toronto, Ont.—George Goulding, formerly of Toronto, has become a real cycling enthusiast. Goulding gained great prominence as a walker, winning a number of walking races at Olympic Games and establishing several world's amateur records as a pedestrian athlete in sport meets in Canada and the United States, principally at Toronto and Buffalo. Goulding recently left Toronto, after having been engaged in directing industrial athletics in that city for some time. He has taken up his home in Vancouver, B. C., where he is engaged in the bicycle business. Incidentally, Goulding is now a cyclist instead of a pavement pounder.

CYCLERY BROADCASTS RADIO PROGRAMS

Canton, Ohio.—To the Buckeye Cycle and Supply Company, Akron, O., goes the credit of establishing the first broadcasting radio station in this section of the state. The management of the store, which is the largest distributor of bicycles and motorcycles in Akron, says the radio station feature was installed as an advertising stunt. Programs will be sent out at least three times a week with local artists, and newspapers contributing. All programs mention the Buckeye Cycle Company, and as the result, the firm is getting some real publicity.

HOLDS A PLEASURE RUN

Brooklyn, N. Y.—On Sunday, April 30, the C. R. C. A., Long Island Division, held a pleasure run to Newark, N. J. On arriving at Newark the riders visited the Newark stadium and a miss-and-out race was held for the members.

Fifteen riders started the race which was won by Walter Caldwell, closely followed by Joe Caldwell. W. Newbold and A. Fischer finished third and fourth. The riders rode two miles before the field was reduced to four riders, who had a one-lap sprint. Walter Caldwell took the lead at the start of the last lap and won handily.

After the race the riders returned to Brooklyn by way of Elizabeth, crossing the ferry to Staten Island, thence to St. George and ferry to Brooklyn.



Mrs. Earl Deakins of Chicago visits the new Casino, recently completed and opened at Palm Beach

FINISH WINTER POINT SERIES

Jersey City, N. J.—The Jersey City Wheelmen finished up the winter "cork" races on Sunday morning, April 23, with a one-hour team race. Jack Hendershot and John O'Halloran won the race by putting a lap on the field on a half-mile course, the Hendershot-O'Halloran team winning every sprint in the race that was run along six-day lines. The winning team scored 54 points. Willie Wohlrab and George Airel were second with 32 points.

Willie Wohlrab won the winter championship with 85 points and was awarded a silver loving cup. The order of finish in the one-hour team race was as follows:

Pos.	Team	Pts.
1—	Hendershot-O'Halloran	54
2—	Wohlrab-Quatarro	32
3—	Mollica-Airel	31
4—	Flanagan-Hansen	18
5—	Fargo-Kramer	4
6—	Kenny-Collaino	2

Charles Hansey successfully defended the Brassard by defeating Fred Kramer.

Final Point Standing for Winter Championship.

Pos.	Rider	Pts.
1—	William Wohlrab	85
2—	William Mollica	70
3—	Jack Hendershot	40
4—	John O'Halloran	38
5—	Tom La Rossa	26
6—	John Bruns	26
7—	John Fargo	15
8—	Francis Kenny	14
9—	Fred Kramer	14
10—	George Airel	8
11—	Louis Fay	6
12—	Charles Whitehead	6
13—	John Quatarro	4
14—	Charles Hansen	4
15—	Thomas Flanagan	4
16—	Al Van Cott	2

FORM UNIQUE CYCLE CLUB

Ottawa, Ont.—An indication of the strong cycling spirit in Ottawa, Ont., has been the organization of a unique form of bicycle club there, this making the fourth unit of wheelmen from the Canadian Capital. The new club is the Y. M. C. A. Bicycle Club and the chief purpose of the club is to hold bicycle picnics, country runs and other outings.

It was decided to abandon the usual names for officers, parts of a bicycle being substituted as titles for club offices. For instance, the president is officially known as "big spoke"; the vice-president as "little spoke"; the secretary is "cyclometer," and the treasurer is "clutch." The executive committee, consisting of three directors, has been called the "tool box." The club is getting out a weekly club paper called "The Tire."

For the organization meeting of the new club the members wheeled out to the Rideau Canal to the Prince of Wales Falls, several miles out from the city, on April 29, and held the conclave in the stone quarry there in true outdoor style. Douglas Potts was elected "big spoke," while Harold Aird was elected "little spoke." Gerald Tucker is "cyclometer," and Rupert Cross is "clutch." The "tool box" consists of Harold Blatchley, Alton Dewar and Douglas Zavitz.

GANDINO LEADS IN U. S. I.

New York City.—Barney Gandino, who competed in only two of the four "cork" races contested this year, and who started from scratch in each one, leads the other members of the Unione Sportiva Italiana, in both the place points and fast time points up to the present time. He has scored ten points and is followed by Becker with 7. Azzollino and Savio, 5 each; L. Benazzato, Elisei, Sorci and Schneider, 4 each; Pavesca, R. Galli, 3 each; Bolognini, R. Decresenzo, Stabile and Volpe, 2 each, and Papesca, O. Decresenzo and Nieminsky, 1 each.

For fast time, Gandino has six points, with Papesca, Becker, L. Benazzato and Bolognini following with 3 each, and Nieminsky, Elisei and Sorci, complete list, with 1 each.

Owing to the Century Hudson County Race, April 30, and the 60-mile race May 7, no races will be held on these dates, but this line of activity will be resumed again May 14, on which date sprint races will also be held in addition to the "cork" race.

VETERAN CYCLIST AIRPLANE VICTIM

Capt. H. L. Holland, M.C., who served with the Canadian Cyclist Corps in the Great War, was killed on April 25 at Grand Valley, Ont., when an airplane, of which he was the pilot, crashed. The machine burst into flames and Captain Holland could not be rescued. The deceased had become a prominent aviator in the Canadian Air Force. The funeral was held at Ottawa, his home.

BICYCLE WEEK AT BALTIMORE

BALTIMORE'S Bicycle Week, which opened with a monster parade Sunday, April 30, was one of the most successful affairs ever undertaken by the local trade and resulted in restoring the bicycle to the place somewhere near it occupied a couple of decades ago. All during the week thousands of riders were seen on the streets and in the parks where formerly they could be counted by the hundred. This is not taken into consideration the hundreds of bicycles used daily by messenger and delivery boys, but is counting only the bicycles that were obviously being ridden for pleasure and exercise. That the bicycle is going back into its own is the consensus of opinion of the dealers of the city, who report many sales during the past week and hundreds of prospective purchasers.

Fred St. Onge, the "Bicycle Evangelist," was in the city all the week and had charge of the parade on Sunday.

Men who had been riding ever since the sport swept into popularity back in the eighties were in the parade along with boys and girls from 6 to 10 years old, and there was just as much difference in some of the bicycles as in the riders. Five or six of the old-time high wheels and a number of two-seaters were in the procession.

Among these few six old-fashioned machines, dating back to 1885. Four of these came from the store of B. F. Logue, 940 Broadway, and from the Willard Cycle Store and one was ridden by Gustav H. Theis, 53 years of age, who is a deaf mute. Lined up in columns of twos and threes the line stretched for nearly a mile and a half and attracted great attention as it moved through the city to Druid Hill Park, where the riders dismounted and formed a hollow square while St. Onge gave an exhibition of riding on the wheel of 35 years ago and the bicycle of today. Then he explained the correct and incorrect methods of riding.

Prizes were given for the oldest man in line, the youngest boy, the youngest girl, the boy under 12 years of age who had the best general appearance and the most correctly adjusted bicycle, the girl who had the neatest appearance and the most correctly adjusted wheel and the Boy Scouts. Among the winners were:

Oldest rider present, Charles Kraemer, 56 years of age, Edgemere, new bicycle; second oldest, Peter Roberts, 1702 Riggs Avenue, 2 new bicycle tires; neatest Boy Scout, first, Walter A. Watts, 1009 North Bentallou Street, Troop 67, new spring fork; second, Lynwood Smith, 14 Quick Avenue, Troop 33, bicycle seat; third, Ellsworth Clark, 460 East North Avenue, Troop 43, luggage carrier; neatest girl rider, first, Elizabeth Hughes, 15 years of age, 331 West Thirtieth Street, new bicycle; second Evelyn Poulsen, 14 years old, 2439 Frances Street, 2 new bicycle tires; youngest girl rider, Catherine Ryan, 9 years old, 416 West Twenty-ninth Street, bicycle lamp; youngest boy rider, first, William Lures, 6 years old, Woodlawn Road, Franklinton, bicycle lamp; second, Joseph Atkinson, 9 years old, 1606 Holland Street, given a new bicycle by "Little Joe" and Howard A. French because he had ridden a solid-tired machine to the park; best adjusted wheel, Clark Carpenter, 11 years old, \$50 Aviator bicycle; second, John L. Turner, 11 years old, 1713 North Calvert Street, 2 new bicycle tires.

Among the officials in charge of the "big ride" who helped to give the prizes to the lucky ones, are Howard A. French, M. W. Wiensfeld, Albert Snellenburg and G. C. Sandruck. The board of directors of "Bicycle Week" are: B. J. Logue, F. L. Frankel, T. E. Martin, David Bacharach, C. J. Willard, Henry Wagner, T. Smith and David Lampe.

C. R. C. A. STAGE BICYCLE PARADE

ENTHUSIASM was shown in its full measure on Tuesday evening, May 2, when 38 members of the Century Road Club Association met at Columbus Circle for a "Gala Bicycle Week Parade."

The bicycles were polished spick and span and presentable for an Army inspection, and every rider was dressed just as neat.

The parade traveled up Broadway to 110th street, east to Lenox avenue, north to 125th street, turning there and making a stop at the Davegas Sporting Goods Store. After a short stop the members rode north again, passing their club rooms at 128th street. They then turned their wheels to St. Nicholas avenue and north to 181st street. There another short stop was made and continuing again turning their wheels south and down Broadway to 135th street, where the boys turned for Riverside Drive. The riding there was exceptionally enjoyed as well as the cooling breezes from the Hudson River. At 96th street the wheels were turned to Broadway, then south to Columbus Circle and down Eighth avenue to 14th street, returning then to Columbus Circle, where "eats" were enjoyed.



Rainy days have no terrors for the youngster with a bicycle

A. SPENCER, TITLE CONTENDER

ARTHUR SPENCER, champion back in 1917 and 1920, again proved at the Newark Velodrome last Sunday that he is going to be a logical contender for the title this year. A week previous he had defeated Ray Eaton, a former title holder, in a match and they were again pitted against each other on Sunday. Spencer won the match in straight heats in a style that was apparently easy for him.

Two other match races were booked at the Velodrome last Sunday. Orlando Piani, the Italian, had been beaten a week previous by Alfred Goulet, the former Navy man, in two straight heats, but reversed the proceeding in a match on Sunday and did the act in straight heats, Goulet apparently riding the match to suit Piani. Another match, the unfinished tussle of a week previous, between Bobby Walthour, Jr., and David Lands went to Walthour in two straight heats.

Eddie Madden, the Newarker, captured the five-mile open in a fine ride after getting a good pull from Alfred Grenda. The professional handicap went to Floyd Krebs, the ancient and honorable Floyd, while Aleck McBeath, the Australian, accounted for the miss-and-out, his third win in this race this season. Freddie Spencer, the Plainfield amateur, took both the amateur handicap and the amateur open. Summaries:

Half-Mile Novice—Won by David Costello, Newark; second, Charles Peloso, New York. Time, 1:11 3/5.

One-Mile Handicap, Amateur—Won by Fred Spencer, Plainfield, scratch; second, Sam Gastman, Newark, 65 yards; third, Henry Bruhn, Philadelphia, 130 yards; fourth, Louis Hiban, Inwood, L. I., 60 yards; fifth, Mike Dolan, Newark, 130 yards. Time, 2:05 2/5.

One-Mile Open, Amateur—Won by Fred Spencer, Plainfield; second, Willie Grimm, Newark; third, Elmer Bundt, Buffalo; fourth, Frank Bartell, Newark. Time, 1:58 1/5.

Two-third-Mile Handicap, Professional—Won by Floyd Krebs, Newark, 80 yards; seconds, Joe Cosgrove, South Orange, 80 yards; third, Percy Lawrence, San Francisco, 65 yards; fourth, James Cobert, Newark, 90 yards; fifth, Charles Osterritter, Newark, 50 yards. Time, 1:11, 2/5.

Miss-and-Out, Professional—Won by Aleck McBeath, Australia; second, Willie Hanley, San Francisco; third, Jake Magin, Newark; fourth, Fred Taylor, Newark; fifth, Anthony Young, Newark. Time, 12:44 3/5. Distance, 5 5/6 miles.

Five-Mile Open, Professional—Won by Eddie Madden, Newark; second, Alfred Grenda; third, Reggie McNamara, Newark; fourth, Willie Keller, Newark; fifth, George Chapman, Newark. Time, 10:25.

CHANGE ST. ONGE ROUTING

It was announced at headquarters of the Cycle Trades of America, 35 Warren street, that Fred St. Onge will work Allentown, Pa., after leaving Philadelphia. Reading, Pa., the original city scheduled, is celebrating National Bicycle Week in elaborate fashion and the dealers requested that his visit be postponed until a later date. The slight change will not interfere with his regular schedule as Allentown is a good bicycle town and harbors several active dealers, all of whom are expected to link up with St. Onge's program for that week.

With the Trade

LEASE PIER FOR SHOW

Atlantic City—The Bicycle and Accessories Show will be held at Atlantic City from September 11 to 16, inclusive. The Garden Pier at this famed seaside resort has been leased for the occasion. In connection with the show the road championship of America will be held under the auspices of the Amateur Bicycle League of America, Inc. The Bicycle Manufacturers' Association and the Cycle Trades of America have voted to back the Amateur Bicycle League of America in the conducting of the title events and championships from many states will be on hand for the races, which will wind up the Atlantic City week.

CARBON REMOVER

New York—To meet the steadily increasing demand for something which would remove carbon deposits, the Motor-Kleen Corp. announces that after two years spent in developing Motor-Kleen, they have a scientific preparation of harmless oils, free from acids, alkalies or ether which is guaranteed not to injure the engine or interfere with lubrication. Sprayed in through the spark plug vents, Motor-Kleen is claimed to enter the pores of the carbon, forming a gas by uniting with the oxygen in the air. Upon ignition, this gas burns, turning the carbon into a powder that is swept out through the exhaust. This powder is stated to be so finely pulverized that it cannot lodge on valve seats or manifold and leaves the combustion chambers perfectly clean.

MORE FREIGHT MOVING

Washington, D. C.—A steady increase in the movement of manufactured commodities, despite the coal strike, is shown in reports filed by the railroads with the American Railway Association. During the week ended April 15 a total of 518,838 cars of merchandise was loaded, which was an increase of 2,186 cars over the total for the preceding week. For the first time in many months merchandise loadings show an increase over the corresponding period of last year, the loadings for the week ended April 15 being 68,191 cars more than for the corresponding week of 1921, and 166,870 more than for the same week in 1920.

MARK YOUR GOODS "U. S. A."

Washington, D. C.—Penalties are being imposed on Indian importers of American goods, because of the failure of the importer properly to mark his commodities, according to a report to the Department of Commerce from the consul general at Calcutta. The merchandise marks act of British Indian requires that the country of origin be shown on each separate article that is exported to British India or Ceylon when any English word appears on the package or article. Articles bearing names in English are prohibited from importation under penalty of confiscation of goods and fine against the importer, unless having a counter indication of country of origin. Either the words "Made in U. S. A." or "Made in the United States of America" in letters sufficiently conspicuous to catch the eye easily should be printed on, or firmly fixed to each package, label, and separate article marked in any way in English. The use of the name of the city in which goods are manufactured is considered an insufficient marking unless followed by "U. S. A."

B. M. A. SCHEDULE MEETING

Buffalo, N. Y.—The next meeting of the Bicycle Manufacturers' Association will be held at the Buffalo Club on Tuesday, May 16.

M. AND A. T. A. MEETING POSTPONED

Chicago, Ill.—The M. and A. T. A. directors' meeting scheduled at Buffalo, N. Y., Lafayette Hotel, May 5, 10 a. m., is postponed to May 12, same city, hotel and hour. Questions of great importance to the entire industry are to be settled at this meeting.

CAN. CON. RUBBER CO. ANNUAL

Montreal, Can.—The annual meeting of the Canadian Consolidated Rubber Co., Ltd., was held April 25. H. Stuart Hotchkiss, vice-president of the United States Rubber Co., was added to the Board. Sales for the year amounted to \$14,593,606.

APRIL PUNCH PRESS

Chicago, Ill.—"One price on everything, to everybody, everywhere," is the slogan of the April issue of Punch Press, house organ of the Edwards & Crist Co. Many of the specialties carried by the company are illustrated.

NEW GOODYEAR BRANCH

Fort William, Ont.—The Goodyear Tire & Rubber Co., Ltd., Toronto, has opened a branch of the company here.

GOODYEAR INCREASES PRODUCTION

Akron, Ohio—Officials of the Goodyear Tire & Rubber Co. state that the volume of the company's business is showing a satisfactory increase. Factory production has just been increased from 22,000 to 25,000

tires per day, involving the employment of an additional 1,500 men. Production is now running about 80 per cent. of the peak of 1920, and is well ahead of last year. May price schedules mailed to Goodyear dealers are the same as those now in force.

HARRIS COMPANY MOVES

New York City—The D. P. Harris Hdw. & Mfg. Co., have moved into the new Roll-fast home at Chambers and Church streets. The company moved Saturday and Sunday and they are now arranging the new place. The front of the new store and offices are not completed as yet and it will be about two weeks before everything is right. The pillars on the Chambers' street front and the Church street side are already in place ready for the plate glass front which has been started. The upper story is ready for the white marble, and that is being put in place. It will be an attractive place when finished and a fine addition to the cycle trade of New York City.

Mr. Harris left for Reading, Pa., on Wednesday of this week to visit the company's Reading mill and also to assist in the celebration of National Bicycle Week. Reading dealers are making great strides in their effort to win the Cycle Trades of America dinner for the biggest, noisiest and best celebration and early reports say they have a good chance for it.

WIGWAM CALLERS

Springfield, Mass.—Everett Anderson and Robert Olson of Attleboro, were going through Springfield on the 28th and made a short but welcome visit at the Indian wigwam.

Ray Baker of Saratoga, N. Y., came to the factory on the 29th after nine machines he had sold. The riders came with him to ride their new mounts. The party were taken on a tour of the plant and were guests of the Hendee Company at a theatre party in the evening. They left early Sunday morning for the return to Saratoga. Those in the party were Julia Warner, George Hart, Glen Putnam, "Bill" Hall, Lester Loveland, Ray Palmer, Ed Bovee, Ethel Bowers, Marcus Bovee, Burt Baker and his daughter Alice.

A VISITOR FROM NEW ZEALAND

New York—E. F. C. Hinds, manufacturers' representative, who hangs his hat up in Christchurch, New Zealand, when he is at home, paid a call on MOTORCYCLE AND BICYCLE ILLUSTRATED this week. Mr. Hinds will spend several weeks in America and expects to make connections with a number of manufacturers in the motorcycle and bicycle field. "The worst is over," he said when asked how business was coming in Australasia. "There is a steady improvement, and before the year is out business will be very good."

FINANCING PLAN A SUCCESS

Springfield, Mass.—There is a steady flow of applications for the new Hendee financial service and at Springfield there is daily evidence that the service is proving a wonderful help to Indian dealers.

Assistant Sales Manager Anderson has just returned from the Western trip made for the express purpose of presenting this plan in person to salesmen in the middle western territory, and also presenting it to some of the large dealers en route. He returned to Springfield highly elated over the reception the plan received from all sides.

LEADERSHIP

*On Selecting
An Advertising Medium*

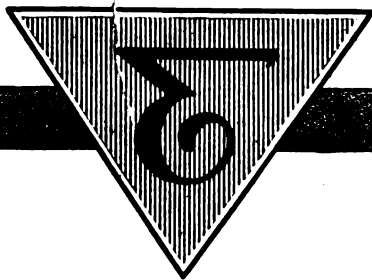
SALES managers and advertising managers—your job today is to sell goods—and your job throughout the year will be to sell more goods.

Today, the basis for the success of your firm—and your individual success—is conservatism, wise selection of mediums, and accurate aim. Advertising is no longer given a mileage book and told to "hit the road and bring in the business." It must go directly to the spot where it is most needed, and will produce most business at a minimum expense.

MOTORCYCLE AND BICYCLE ILLUSTRATED offers a route which does not run wild. It is the medium that points unerringly in the direction of sales. It reaches directly the cycling buyer at the lowest cost per thousand of circulation. It has the largest circulation of any cycling paper and bulks heaviest where sales are greatest. It is well named, "America's Greatest Cycling Magazine."

If you have a product good enough to sell, it's good enough to advertise.

MOTORCYCLE AND BICYCLE ILLUSTRATED
920 Broadway, New York



*It Took Seven Years To Do It But
We're There Now With Both
Feet!*

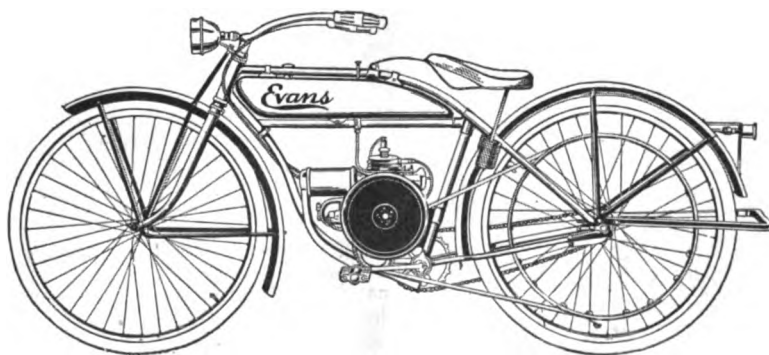
PLANTED firmly we stand on the past record of the Evans Power Cycle—an achievement born of trial after trial over thousands of miles of travel.

Now the world knows of the wonderful 1922 "Quality Production Model"—of its up-to-the-minute equipment, including every convenience and refinement found necessary to afford Evans riders the best personal transportation means to be found in any cycle.

Standardized Model—new production facilities—new advertising and merchandising plans all tend to create the greatest profit making opportunity ever offered cycle dealers.

Climb aboard the Evans territorial franchise today. It will mean more and more to you every day. Obtain full details of our proposition. Write to us immediately.

CYCLEMOTOR CORPORATION
ROCHESTER, N. Y.



For assurance of prompt attention to your wants, mention *Motorcycle and Bicycle Illustrated*

Among the Dealers

AFTER HIS SHARE

Dayton, O.—Louis E. Fluke reports that business has improved considerably in the last few weeks and he expects to sell his share of machines before the season is over. I. W. Schroeder, Harley-Davidson traveler, was in town several days ago and called on the Police Department, as they are in the market for two machines.

SYRACUSE NERACAR AGENCY

Syracuse, N. Y.—The L. M. Thorne Auto Sales Company, of 353 E. Genesee street, Syracuse, have taken on the sales and service for Neracars. Mr. Thorne reports the sale of three Neracars during his first week, with orders for twelve Neracars for April delivery.

"HAM" MOVES IN

Pittsburgh, Pa.—S. C. Hamilton, Harley-Davidson distributor, has sent out announcements of his removal to the new store which has just been completed at 5523-5 Penn avenue. The week of May 8-13 will be formal opening week, and all friends are invited to give the new store the once over. There will be souvenirs for all visitors.

ALL DOLLED UP

Cincinnati, O.—The Sinton Hotel Candy Company have just bought a new Harley-Davidson motorcycle and sidevan from Mr. Buerger, of the Motorcycle Service Co. This outfit has given the motorcycle considerable publicity in Cincinnati, O., as the entire van is gold leafed, which cost them several hundred dollars, and in the center a local artist has painted several fancy designs.

LEISHEAR ADDS NERACAR TO LINE

Washington, D. C.—F. L. Leishear, Indian agent, at 812 Ninth street, N. W., Washington, D. C., has been appointed Neracar representative. Mr. Leishear reports an unusual interest in the new two-wheeler. Several Neracars are now in the hands of owners in the National Capitol.

CLARK'S SPRING SEAT POST

Milwaukee, Wis.—R. L. "Jim" Clark, Indian dealer, is prepared to fill orders for a spring seat post, which he has designed for 1920 and 1921 Scout models. Mr. Clark has been using this spring seat post on Indian Scouts in his territory for several months, and the post is approved and endorsed by Mr. Franklin, Hendee chief engineer.

PLAY POLO AT DENVER

Denver, Col.—The Western Motorcycle Club recently inaugurated a new and novel mode of sport in Denver, viz., motorcycle polo. This has proven a very exciting sport and the club expects to give the people of Denver many thrills this season with these polo games.

JOIN THE N. D. C. A.

By President Tennant Lee

HAVE you joined the National Cycle Dealers' Association, an organization made up from the progressive merchants of motorcycles and bicycles? If you have been meaning to send your dues, which are only \$1.00 for the year, and have not as yet done so, mail your check TO-DAY to A. B. Coffman, Treasurer, 326 West Madison street, Chicago, Ill., and receive the circulars of real interest and instruction in our business; also a window transfer which is rapidly being identified by riders as representing an up-to-the-minute store!

It is hardly necessary to offer arguments on the advantages of strong associations and their benefit to any trade, as we all have knowledge of the successes of many such; sufficient to add that the business world in general, newspapers, and even State legislatures, Stop! Look! and Listen! to solid representation of a trade. We in California found this out a year ago when it became necessary to fight quadrupled increase in license fees—incidentally, they remain as formerly! This organization, through its exchange of ideas and combined efforts, should be able to secure general and lasting betterment in the matter of transportation, covering both service and rates.

Join us now! Send your dollar! Follow up with suggestions!

ALLGEIER'S CYCLERY MOVES

Brooklyn, N. Y.—The Allgeier's Cyclery has moved from its old location at 2549 Cooper avenue, Brooklyn, to 2590 Myrtle avenue. The move was necessitated by increasing business and the need for larger quarters. All riders are invited to call and make themselves at home. The Cyclery handles Harley-Davidson motorcycles, and Rollfast, Columbia, Miami, National and Dayton and Harley-Davidson bicycles.

NEW STORE FOR OBERWEGNER

Toledo, O.—Oberwagner Motor Company, Harley-Davidson dealers, formerly located at Jefferson avenue, have moved to their new store on Summit street, near Cherry. Mr. Oberwagner will have his opening as soon as all of the new fixtures are installed. When his store is completed he expects to have one of the best motorcycle stores in the Middle West. Mr. Harvey Garns will have charge of the store, while they will have two outside salesmen working up prospects.

SCHOLLE TAKES YALE AGENCY

Pine Bluff, Ark.—J. R. Scholle, 304 State street, has secured the agency for Jefferson county on the Yale bicycle.

Alexander, Lockwood & Company, sporting goods dealers, on West Second avenue, have installed what is said to be the only four-wall handball court in Arkansas. Mr. Lockwood and Mr. Alexander, who are former handball doubles champions, of Memphis, Tenn., are scheduled to give an exhibition match soon. The firm is a new one here and the two men are running a thoroughly first-class store, maintaining attractive window exhibits. The new merchants are apparently thorough live wires.

CAMDEN DEALER MURDERED

Camden, N. J.—Just as he had kissed his fiancée goodnight on the doorsteps of her home in Philadelphia shortly after midnight April 27, Frank Flora, twenty-four, was shot and killed by one of three motor thieves, who escaped in Flora's touring car. Flora, who was one of three partners operating the Ace motorcycle agency at Camden, had been visiting Miss Theresa Grosso, whom he was to have married within a few days. He started to leave the house, and as he did so, the engine of his automobile, which he had left parked in front of the house, started suddenly. Turning about Flora saw two men in the front seat and another standing in the shadow of a tree. As Flora sprang toward the car the man on the pavement closed in with him and during the struggle, which was a brief one, pressed the muzzle of a revolver close to Flora's body and fired.

OSCAR C. LENZ, who sells Harley-Davidsons at Lansing, Mich., arranged an unusually attractive window display for Spring Opening Week. The Briggs and Stratton Motor Wheel was given away at the end of the week to the one guessing nearest to the number of parts in it. Souvenirs, such as caps, pencils match-boxes, and Harley-Davidson pins, were also given away. Four new outfits and six used machines were sold during the week, and a nice list of prospects lined up for future business.



May 4, 1922

The bullet lodged in Flora's heart and his assailant leaped to the running board of the automobile. Flora's automobile, a seven-passenger car, carried license tags "Dealer 1412-2 N. J." He had left the car parked almost nightly in front of the Grosso home, and Gurke and Baldino, district detectives, believe that thieves had "spotted" the car and had planned to drive it away while its owner was engrossed with his courtship.

TORONTO DEALERS BUSY

Toronto, Can.—Business is very active with many bicycle and motorcycle dealers in Canada. One instance of lively conditions was seen at the main Toronto store of Percy A. McBride on Saturday, April 22, when the day's sales included six motorcycles and 11 bicycles.

Walter Andrews, Limited, Harley-Davidson distributors, made a special trade drive for Spring Opening Week. Harley-Davidson colors were used in an excellent decorative effect and special demonstrations of new models were conducted by representatives of the firm.

FRAMINGHAM DEALER BUILDS

Framingham, Mass.—S. E. Chubbuck, Indian dealer, has not been satisfied with his location, and being unable to find a store in Framingham which he considered exactly suitable, he stepped out and interested the necessary capital to enable him to build the kind of a building which he wants. It is now under way, and Mr. Chubbuck will very shortly be located in his new quarters.

RACES AT SINGAC

Singac, N. J.—The motorcycle racing season will open at the Singac track on Decoration Day. John Johnston, manager of the track. The star racing men will compete. Maldwyn Jones and Edward Brinck, who were the favorites of riders in this section, will form the nucleus of the fields to be seen in action. Jones is riding Excelsior and Brinck has not announced what his mount is to be as yet.

O. K. AT SYRACUSE

Syracuse, N. Y.—The motorcycling season is opening with a bang, according to James F. Fynmore, of the James F. Fynmore Company, Inc., of 640 South State street, local Indian dealer.

The Fynmore agency carries a \$10,000 stock of motorcycle parts and is able to give factory service on these accessories. It also handles batteries and all other sundries.

DEALER TAKES ON BRANCH

Hamilton, Ont.—W. F. Longfield, one of the leading bicycle dealers of Hamilton, Ont., has bought out the bicycle store and business of W. H. Smith at Mount Hamilton, Ont., and will conduct it as a branch store.

DEALER BECOMES A LION

London, Ont.—R. M. Brisco, a well-known bicycle dealer of London, Ont., has been elected a director of the Lions' Club of London for the year.

EASY MONEY

What's the Best Idea
You Have Used in
YOUR BUSINESS
in the Past Year?

WHY

AND

HOW

Tell us about it.

\$25 for the best letter.

\$15 for the second best.



Grover Ash, the Rochester Evans Powercycle dealer, pinched by a New York State Trooper while trying out a new machine near the Cyclemotor Corporation's factory without a license. Bill Banning to the rescue with a friendly cop. Note the worried look of Mr. Ash's countenance



Bert Hanford, proprietor of the Henderson Shop at Vallejo, Cal., is the sponsor for the Gobs' Motorcycle Club, which he leads on many pleasant outings. Mrs. Hanford also drives a Henderson sidecar outfit, and generally goes along to help prepare the eats. The picture was taken at a recent picnic. Guess what they had to eat! Hanford is shown at the left



The other day W. G. Walker journeyed from Boston to Philadelphia to make sure he would get immediate delivery on two carloads of Ace motorcycles, and while he was at the factory he ordered good, big signs placed on the cars so nobody could mistake who they were for

What Motorcycle Clubs and Riders Are Doing

PARADE PRECEDES BANQUET

Winnipeg, Man.—The Winnipeg Motorcycle Club held its annual banquet and meeting on May 4. The banquet was preceded by a parade of club officials, members and other riders.

CROTONA AUXILIARY

New York.—There are now sixteen members in the Ladies' Auxiliary to the Crotona Motorcycle Club. Officers recently elected are: President, Mrs. Merrilees; vice-president, Mrs. Viggers; secretary, Mrs. Polenz; treasurer, Mrs. Woods.

AMERICAN MACHINES WIN

Harley-Davidson riders came through winners in the 1,000 c. c. sidecar class in the recent Tour of France. Vuillamy, Harley-Davidson mounted, won in that class with a perfect score. Raymond, Harley-Davidson, finished with a total of 970 points. White, Sunbeam rider, lost 200 points.

FROM AUTO TO MOTORCYCLE

Toronto, Ont.—One Toronto motorist has evidently learned of the superiority of the motorcycle over the automobile because an advertisement in the Classified Section of the Toronto Telegram of April 28 contained an offer for the straight trade of an automobile for a motorcycle and sidecar. The advertiser offered his touring car for the motorcycle.

WELCOME A NEW GEYSER

San Francisco.—The San Francisco Motorcycle Club gave a "Feed" run to Alma Springs on April 30 and made it a free-for-all event to the motorcycle riding public. The Golden Gate Motorcycle Club had a run to Myrtledale Springs, near Calistoga, Cal., on May 7. A new geyser has added its activities to those already bubbling in that volcanic region, and the riders went up to bid it welcome.

TWIN CITIES ECONOMY CONTEST

Twin Cities, Minn.—In an economy contest held by the Twin City Motorcycle Club, the sidecar event was won by Charles Egeberg, driving an Ace outfit. Egeberg converted 65.6 miles on a gallon of fuel and won by a generous margin. In the solo class, J. McDonald brought home the bacon with a Harley-Davidson Sport model, while C. H. Corn, on a 61" Harley-Davidson, got second. Wide interest was aroused by the contest, which served as an excellent demonstration of practical two-wheel efficiency.

COAST GYPSY TOUR PLANS

San Francisco, Cal.—Tennant Lee and Dave Crommie have been calling on the motorcycle trade in San Francisco, handing out appointments as heads of committees on Gypsy Day events and acceptances have been prompt and unanimous. M. C. Tracy, of the S. F. Motorcycle Club, for instance, was notified that his job was to preside over the Clam-shooting committee. When last heard from, Tracy was doing some lively press agent work for the Pismo Beach clams. Crommie will lead the San Francisco and the Oakland Arrow Clubs on the Gypsy Run. The motorcycle polo experts from the San Francisco, Oakland Arrow Clubs, Richmond and San Jose Motorcycle Clubs are all preparing to do battle with Southern California

teams at Pismo Beach, which has 18 miles of sand as hard and smooth as a speedway. The Golden Gate Motorcycle Club has its baseball team working overtime to be in trim to put it all over their opponents from Southern California, who, it is understood, mean to show the Northerners a thing or two about baseball.

Sanctions Issued

ENDURANCE RUNS

May 9—Reading Motorcycle Club, Reading, Pa. Sanction 611. (Route—Reading to Wilkes-Barre and return.)

May 13 and 14—Crotona Motorcycle Club, New York, N. Y. Sanction 589. (No route given.)

May 27-28—New Jersey Motorcycle Club, Newark, N. J. Sanction 618.

May 28—Maryland Motorcycle Club, Baltimore, Md. Sanction 598. (Baltimore, Annapolis, Gaithersburg, Fredericks, Westminster, Bel Air, Baltimore.)

May 30—Triangle Motorcycle Club, Du Bois, Pa. Sanction 599. (Route—Du Bois to Jamestown, N. Y., to Olean, N. Y., to Du Bois.)

July 15—Du Bois Motorcycle Club, Du Bois, Pa. Sanction 613. (Route—Du Bois, Curwensville, Clearfield, Phillipsburgh, Port Matilda, Belfonte, Lock Haven and Du Bois.)

July 15 and 16—South Hills Motorcycle Club, Pittsburgh, Pa. Sanction 610. (Route—Pittsburgh to Baltimore, Md., and return. Go over Lincoln Highway return over National Pike.)

SECTIONAL ENDURANCE RUNS

June 3 and 4—Middle Atlantic Sectional. Syracuse Motorcycle Club, Syracuse, N. Y. Sanction 588. (Route not given.)

May 6—East North Central Sectional. Ft. Wayne Club, Ft. Wayne, Ind. Sanction 600. (Route—From Ft. Wayne to South Bend and return and then from Ft. Wayne to Toledo, O., via Bryan, O., return from Toledo via River Road through Defiance, Napoleon and Hicksville, O., to Ft. Wayne, Ind.)

SECTIONAL HILL CLIMBS

June 25—Middle Atlantic Sectional. Rochester Motorcycle Club, Egypt, N. Y. Sanction 608.

June 18—South Pacific Sectional—Golden Gate Motorcycle Club, San Francisco, Cal. Sanction 607.

HILL CLIMB

May 7—Manchester Motorcycle Club, Williamst, Conn. Sanction 609.

June 18—Tri-States Athletic and Motorcycle Club, Triple City Motorcycle Club, Martin's Creek, Pa. Sanction 617.

PRIVATE OWNERS SECRET DEST. RUN

May 7—Richmond Motorcycle Club, Richmond, Ind. Sanction 603.

May 17—Camden Motorcycle Club, Inc., Camden, N. J. Sanction 619.

RACE MEET

May 20—Indian Motorcycle Co., Atlanta, Ga. 30.50 ten-mile solo and 61. five-mile sidecar championship. Sanction 621.

May 30—J. F. Kuncie & Son, Loveland, Colo. Sanction 614.

May 30—Southern Motor Racing Association, Baltimore, Mr. Sanction 620.

M. M. A. GYPSY PLANS

Worcester, Mass.—At a meeting of the Massachusetts Motorcycle Association, held in Worcester on April 16, it was voted to hold the annual Gypsy Tour again at Old Orchard Beach, Maine. The main tour will leave Boston on Friday, June 16, arriving at Old Orchard Beach in the early afternoon. Friday evening gives the riders an opportunity to enjoy the bowling, theatres and dancing amusements, with which the beach is well equipped.

Saturday will be given up entirely to racing on the beach, but no two or one-mile races will be attempted, but a series of races will be run off along the lines of a hill climb.

A quarter-mile course will be laid out on the beach and wires run for electrical timing and telephone connections. The contestants will be permitted to ride individually, or separately, against time. Contestants will ride up and down the beach, their time being taken each way and averaged. A flying start will be given and the course roped off to keep the spectators off the course. While the details are not yet worked out, the following will give the riders an idea of about what will be staged. Entry blanks will be out about the first of June, and any lad thinking he has a speed machine will have ample time to get his mount tuned up for the event.

Solo—37 in., amateur, 440-yard dash, 30.50 one cylinder barred; 61 in., amateur, do; 61 in., expert, do; 61 in., novice, do; 80 in., amateur, do; 80 in., expert, do; 80 in., expert, do, for 4-cylinder motors only.

Sidecar—61 in., novice, do; 61 in., amateur, do; 74 in., amateur, do; 80 in., expert, do; 80 in., expert, do, for 4-cylinder motors only.

There may be, if time warrants, a plow solo race, solo sand plug, and a pursuit race for sidecars. Two prizes will be given in each event.

RACES AT GOLDEN GATE

San Francisco, Cal.—Motorcycle races will be held on the Greater San Francisco speedway, at San Carlos, on May 14. The speedway is one and one-quarter miles in circumference with a width of 50 feet on the straightaway and on turns. The events will be a ten-mile race, called the Golden Gate Ramble, free-for-all; a fifteen-mile San Carlos Sweepstakes, free-for-all; a twenty-five-mile Peninsula Grand Prize, free-for-all, and a fifty-mile Greater San Francisco Speedway Championship, free-for-all.

In all four events, there will be a total of 80 laps, or 100 miles in all.

The purse is \$3,000, including "appearance" money of \$100 a man. Entries close Saturday, May 6, at 6 p. m., so that the promoters of the race can advertise the rider's names. No entry fees are charged and positively no post-entries will be accepted. No one will speak positively, but Hap Alzina, of the Pacific Motor Supply Company, Indian dealers; John H. Baumgardner, of Baumgardner & Caselli, Excelsior agents, and M. C. Tracy, of the Dudley B. Perkins agency, all believe that the following riders will put in claims for "appearance" money:

Indian—Ralph Hepburn, Jim Davis, Bob Sarkegian and, probably, Joe Petrall.

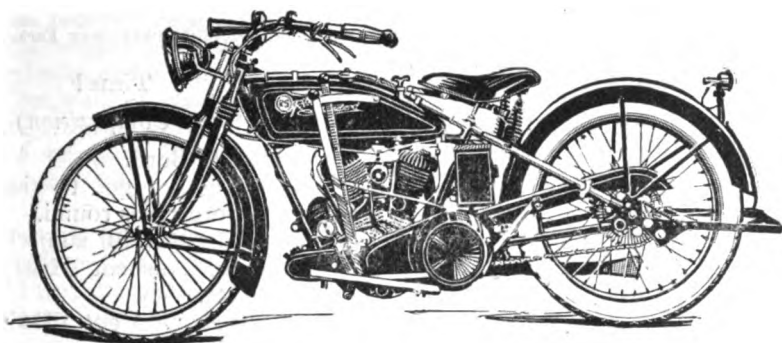
Excelsior—Frankie Faber and "Red Horse" Colburn, the last named being at present in Portland, Ore.

Harley-Davidson—Fred Ludlow, Ray Wishaar and Harry "Terrible" Terry. Terry and Faber are the only men employed locally, by their respective agencies.



D. H. DYKSTRA, Louisville, D. Ky., Indian agent, makes it a point to lead the motorcycle riders of his city on an excursion to some nearby point nearly every Sunday. All riders are invited regardless of the make or machine they ride. Many of them have sidecars, and the ladies usually provide a picnic lunch. Recently Richard New, the legless motorcycle rider, was a guest at one of these outings—a tour from Louisville to Corydon, Ind.—and, judging by this picture, which he sends us, he made a great hit with the ladies. New is on his way east, and expects to reach New York some time in May.

READING STANDARD



This is the Stock machine that has made so many enviable records in all kinds of competition during the past year.

The World's Master Motorcycle

When you sell a READING STANDARD you can stand back of it with a guarantee of positive satisfaction. The fundamental principle of R-S design mixed with R-S integrity of construction are the factors that result in the remarkable degree of service value in the R-S for the man who buys.

READING STANDARD COMPANY, Reading, Pa.



It Will Pay You to Deal with the Largest Jobber in Upper New York State

We buy in large volume, consequently we can give our dealers the benefit of the lower prices which we get.

In addition to lowest prices we render to our dealers

- quickest delivery
- unbeatable service
- the fullest stock from which to order

Why not test us—compare our values and service with others.

We'd like to send you a catalog or salesman at your request. Also, may we have your mail orders?

Perlman Cycle Company, Inc.
61 State Street, Rochester, New York

Wholesale Exclusively—No Retail Department or Sales

TRADE
EMPIRE
MARK
REGISTERED



TRADE **EMPIRE** MARK REGISTERED **Air Tight Valve Caps**

Here is a valve cap made from a solid brass rod, heavily knurled on the outside, making easy tightening on the valve stem. Air is positively sealed in the tube by means of the special rubber cushion on the inside of the cap. Strongly built to withstand the severest usage.



TRADE **EMPIRE** MARK REGISTERED **Valve Insides**

A valve inside superior to any on the market, with exclusive features found on no other valve inside. The special valve seat is guaranteed to exclude air at any pressure. The outside packing ring fits the taper neck on the body, thus insuring an absolutely air tight joint.

Note the convenience of the package which permits the user to open the cover just enough to take out one valve at a time—a feature found on no other valve package on the market.

Empire Caps and Valves may be obtained from your dealer.

THE EMPIRE SALES COMPANY
92 Silliman Avenue Bridgeport, Conn.



For assurance of prompt attention to your wants, mention Motorcycle and Bicycle Illustrated

SOME SELLING SALTS

Administered by Dieux Wheeler

IN a small Dakota town during a very severe winter a dealer sold about a dozen \$1,600 automobiles. This was miraculous, and the manufacturer's sales manager wired the dealer to come to the factory on the factory's expense. With some misgivings the dealer did as requested.

The sales mentor, bursting with curiosity, came right to the point, asking, "How in the world did you sell a dozen cars in Bingville, Dakota, during that severe winter?"

The answer nearly caused the executive to fall from his chair. With unaffected innocence the dealer replied, "I didn't know it couldn't be done!"

Didn't know it couldn't be done! Didn't know there is said to be such a bugaboo as sales resistance, or bad season, or bad times. Confidence overcame possible turn-down.

The above is a true account. Armor yourself with that great asset, Confidence, and strike anew. Don't recognize Failure and Failure will give you the cold shoulder.

An Indiana publication says: "The world is not standing still. In every part of the world, in every sphere of life, in every hour of the day, people are doing business.

"As we go from town to town we are forced to realize that money is being spent. The hotels are crowded, the Pullmans are oversold, all pleasure resorts are well patronized, the attendance at baseball games is the largest in the history of this country. We know of two colleges that are booked full even for 1922. Druggists are so busy that we have to wait to get a prescription filled, while our painters can not come to work for three weeks. All of these things denote that somebody is spending money.

"Don't try to sell those who won't buy. There are plenty who will. Direct your efforts on them."

Let your windows be a holiday calendar. Two weeks before a holiday dress your window to conform with the coming occasion. "Tie up" the pleasure and usefulness of the motorcycle or bicycle with every event you can, local, territorial, national or universal. School your public to look for interesting features in your windows.

A few weeks before a municipal, judicial, state or national election interest some candidate or political club in hiring a motorcycle and rider to carry a sign, advertising a candidate, up and down the business streets of the town. Hang your own

advertising on the machine also. You will thus draw much attention to your motorcycle and your business. It will be free advertising for you, and will have a city-wide circulation.

MOTORCYCLISTS I HAVE MET

By R. B. Parrish

This is the third of a series of short sketches by R. B. Parrish, who in his capacity of pathfinder for the B. F. Goodrich Rubber Company's touring bureau has traveled in every state in the Union, and had many interesting adventures.

IT will be remembered that in my story of my adventures as a pathfinder, published recently in MOTORCYCLE AND BICYCLE ILLUSTRATED there was a tale of a coon hunt, minus the coon. The other day I ran into Ed. Watson, the Indian dealer at Augusta, Ga., who was the leader of this hunt and Ed said, "How come, don't you think there are any four legged coons in this neck of the woods? Here, take a look at this." And he pulled out a photograph.

"There," he says, "what's the matter with that? Ain't them perfectly good coons?"

I admitted that they were.

"It took exactly 29 and 1/5 seconds flat to get these coons," said Ed. "The first was jumped by 'Red' (that's the



dog) a quarter of a mile from the big woods and he made it to the woods in nothing flat and was caught by "Red" before he could climb a tree. The second was jumped three-eighths of a mile from the woods and made it one-fifth of a second faster than the first one and was the fastest time of the night. The dog got him also."

I had to admit that this was some speed.

Watson explained that the No. 2 coon, the fastest one, was the one posed in front of him at the right of the picture and No. 1 was posing on the ground in front of his brother at the left.

So there you are. The evidence for the defense is in.

FAT SPARKS

By Hy Tension

Contributions to this column will be welcomed. If you think you have a spark that is hot enough to ignite the gas, send it along. Address contributions to Fat Spark Column, *Motorcycle and Bicycle Illustrated*, 912-920 Broadway, New York.

Time!

(A Composition)

Dere Schoole Bord.

Teachr ses we got to rite essas for when the Bord cums round.

Sum kids got orful subjecks. George Washington, Anshent Histry, Currant Evence & etc.

I got off easy. I got TIME.

I no all about TIME.

This is it.

Once TIME wusnt. Then it wuz.

So they maid clox. Then they wuz more TIME so they got waches.

Peopple and things got so fast they had to. TIME up so small theymaid seckund hands to ketch it.

I dont see how cum secund hands when they wuz too enyhov and the secund is thurd.

They is all kinds uv TIME. Good TIME, Standard TIME, locale TIME.

Heluvatime. Pa hes it in the offis.

Electrick TIME. Pa sees its to time Motorcycles with. It goes with a wire.

Then thare is the Best TIME. When Pa takes me an Ma in the sidecar. Hi Gee!

Pa ses I ort to hev 3 wheels. He ses Im sort uv related to a Sidecar.

He always hed a sidecar. They ust to be in front.

Thats how he got Ma. He likes em red. Sidecars.

P. S. Pa hes red this. He ses the world goes the other way now.

TIME WUZNT, TIME IS, and now when he gits his laig over his Motorcycle TIME AINT enymore.

Heres hopin I pass.

Yours trully,

Airvalve Pete,

The Terror uv the Trak.

This is Fat Sparks' birthday. Yep! One year old this week! Thank you for the flowers! Thank you, too!—and you! Aren't they beautiful? Ain't nature grand? Ho, hum! Hope they let us live another year.

But He Didn't

A florist's truck hit Bill Buck And knocked him out for hours. A witness said on the truck he'd read These words: "Say it with flowers."

This Week's Lesson

Always remember to call the cop "officer." It may save your money to tickle his vanity.

QUESTION BOX

Mag Is Weak

(1)—I find my 1916 magneto equipped Harley-Davidson difficult to start when cold. It starts all right when hot. What can be done to cure this?

(2)—What would cause the magneto to give a good spark in the front cylinder and a very weak one in the rear cylinder?

(3)—What would the gearing on my machine be with a 16-tooth engine sprocket, 43-tooth clutch sprocket, 28-tooth countershaft and 40 rear hub sprocket?

Philadelphia, Penn.

M. & A. T. A. RIDER.

Answer

(1)—Probably the brushes need cleaning and the points of the sparkplugs need adjusting. See that the distributor spool is clean and that the platinum points in the circuit-breaker separate the correct distance ($1/50$ of an inch). As you do not say what magneto you have fitted we cannot tell whether the instrument itself is weak in magnetism or not. Usually, a magneto that has been used for nearly six seasons ought to go to the makers for re-magnetising.

(2)—Poor brush, improper opening of circuit-breaker points, dirty on brush or collector, worn cam (on Bosch), improper gap at spark plug are some of the things which may cause this trouble.

(3)—The gear will be 3.86:1, which is all right for solo riding in level country.

Peerless Parts

(1)—Please tell me where I can get parts of my Peerless motorcycle, or the address of the manufacturer.

West Farnham, Que.

ALF. J. AYOTTE.

Answer

(1)—The Peerless motorcycle has not been on the market since 1913 or 1914 and the company is no longer in business. You may be able to get parts from the American Motorcycle Co., 2043 West Chicago Avenue, Chicago, Ill., U. S. A. Be sure and give the motor number and the number of cylinders of your Peerless motorcycle when asking for parts.

For Poor Roads

(1)—Please advise me what tires I should use for bad country roads.

Cicero, Ill.

WM. WISTEIN.

Answer

(1)—Motorcycle tires as advertised by us are all excellent for roads such as you have to ride over. The United States, Goodyear, Goodrich and Firestone are particularly reliable. Keep your tires properly inflated at all times and you should have no trouble.

Bicycle Trailers

(1)—What firms manufacture motor trailers that can be attached to bicycles?

Ironton, O.

H. B.

Answer

(1)—We have no record of any such vehicles on the market. No doubt a good local bicycle or motorcycle man could build one for you at a moderate figure.

Bicycle Speedometers

(1)—Where can I purchase a bicycle speedometer? I have tried several stores but have been unsuccessful.

Hoboken, N. J.

JOHN SCHUT, JR.

Answer

(1)—We do not think you can get one, as it has been some years since speedometers specially adapted to bicycles were on the market. There has been no call for them for a long time. You might get a motorcycle speedometer which could be adapted to your wheel from one of the larger Newark dealers, or the Gotham Sporting Goods Company on Warren Street, New York.

*Everything you want in the
New Goodrich
Motorcycle Tire
and a bit more*



EVERYTHING that a motorcycle tire must have to be a profit maker for you

- quick sales appeal
- quality and reputation
- service and satisfaction

and the Goodrich Motorcycle Tire has these added, exclusive sales features:

A ground-gripping TREAD which meets every normal angle. It is distinctive. It is durable.

A BIGGER tire in every way. Larger air space. Longer wearing. The famous Goodrich automobile tire **QUALITY**.

At a price that meets the immediate interest of every customer. Profitable for the public, profitable for you. Write us to-day.

Cycle Tire Sales Division

THE B. F. GOODRICH RUBBER COMPANY, Akron, Ohio

CORBIN-BROWN SPEEDOMETER *for* MOTORCYCLES



“—and the Maximum Speed Hand Reposed Serenely at NINETY-EIGHT MILES AN HOUR!”

This is from the report of the record hung up by Paul Anderson and his Henderson on the Roosevelt Road on February 3.

Naturally, his speedometer was a Corbin-Brown with *Maximum Speed Hand*, an *exclusive* feature of this instrument—the equipment of three out of every four motorcycles.

Write for profit particulars.

CORBIN SCREW CORPORATION

American Hardware Corporation, Successor
218 High Street, New Britain, Conn.

Branches: New York Chicago Philadelphia

COLONIAL JOBBER

35
MURRAY
STREET
—
NEW YORK

When You Want It In a Hurry

—And have searched high and low for it you will likely find the article you want here on our shelves.

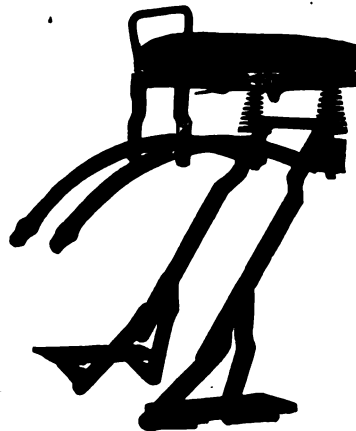
We carry a full line of cycle supplies—ever at your command with service, promptness and liberal discounts.

RADIO—

Many cycle dealers are adding Radio departments. Let us tell you how to start in this new and profitable sideline. Our Radio line is complete.

We have a catalog or a salesman waiting for your request.

Colonial Cycle Supply Co.
35 Murray Street New York



PROMPT SERVICE

Just send in your order—and watch us do the rest.

F-N Tandems

Price \$17.00 each

Fentress-Newton Mfg. Co.
DETROIT, MICH.

GOULDING SIDECARS - EASTING WINDSCREENS
F-N TANDEM
RUBBERALL CYCLE SUITS - MERCURY WHEEL DISCS
NATIONAL SPOKES & NIPPLES
PARTS FOR ROGERS & NATIONAL SIDECARS

SHILLAN, BECK & COMPANY, INC.

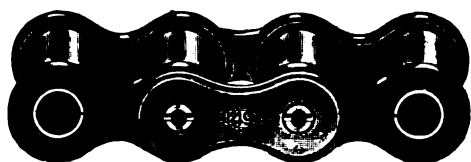
68 EAST 151st STREET
NEW YORK, N.Y.

90 CANNON ST.
LONDON, ENG.

1229 SO. WABASH AVE.
CHICAGO, ILL.

For assurance of prompt attention to your wants, mention *Motorcycle and Bicycle Illustrated*

DIAMOND MOTORCYCLE CHAINS



More Miles for Your Money

Motorcycle riders in every state are getting remarkably high mileage from DIAMOND No. 149 Chains. We have received numerous reports of 10,000 to 12,000 miles with these chains. With extra good care, some of these chains have made as high as 27,000 miles.

Your customers want the chain that gives them most miles for their money. Show them DIAMOND No. 149 and tell them of its unequalled mileage records, its greater strength and its ability to stand up under the severest service. It will pay you to display and push this fine chain right now. Order it from your jobber. Write us for sales helps.

Diamond Chain & Mfg. Co., Indianapolis
Makers of High Grade Chains Since 1890



No. 900

We furnish seat post bolts and nuts, 5/16x1½" and 5/16x1¾".

Ask your jobber for WALD seat post bolts and nuts. Always dependable.

WALD MANUFACTURING CO.
SHEBOYGAN, WIS.

JOBBERS KEYSTONE SERVICE

DISTRIBUTORS

"ROAMER"—BICYCLES—"GOLD MEDAL"

WE have been in the bicycle business for 25 years. A complete stock means service; a low overhead means low prices on every item we carry. If you appreciate prompt shipments, low prices, courteous treatment we would be glad to hear from you.

MAY WE QUOTE PRICES?

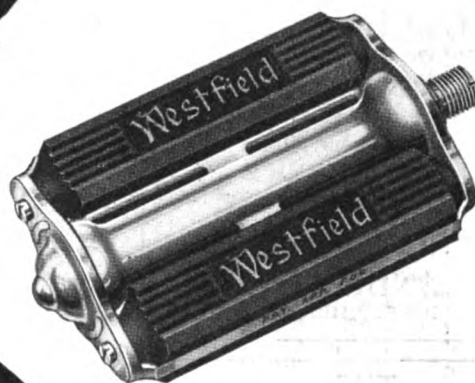
**KEYSTONE CYCLE
& SUPPLY CO., INC.**

109 N 4th St. PHILADELPHIA PA
C. A. DOREY, PRES.

25
YEARS
IN THE
CYCLE
BUSINESS

5%
10th
PROX.

For assurance of prompt attention to your wants, mention *Motorcycle and Bicycle Illustrated*



WESTFIELD ONE PIECE ALUMINUM PEDALS

MORE THAN 5,000,000 PROSPECTS

Conservative estimates of the number of bicycles in use in the country today establish a figure FAR IN EXCESS OF FIVE MILLION!

This vast army of Prospects represents a gigantic buying power which is now being directed toward WESTFIELD ONE-PIECE ALUMINUM PEDALS.

THOUSANDS OF NEW PROSPECTS will read about WESTFIELD ONE-PIECE ALUMINUM PEDALS in Columbia — Rambler — Cleveland — Tribune — Crescent and Pope catalogs this season. 50,000 BOYS—ALL MEMBERS OF BICYCLE CLUBS will soon have the opportunity of reading an especially prepared sales letter and attractive folder telling them to buy from the live dealer in their city who handles WESTFIELD ONE-PIECE ALUMINUM PEDALS.

500,000 READERS of the AMERICAN BOY will be reached by snappy sales-building advertisements.

Are you going to get your share of this business? We have a mighty attractive proposition for you. Let us tell you about it.

WESTFIELD MFG. CO.

Dept. 11

WESTFIELD, MASS.

Dealers' and Distributors' Directory

MOTORCYCLE CYLINDER GRINDING

We have installed the latest and most modern Cylinder Grinding equipment for motorcycle work.
Oversize Pistons and Rings fitted.

48-HOUR SERVICE

Special light weight pistons supplied at a slight additional cost.

WRITE FOR PRICES
Special Discount to Dealers

ALEXANDER KLEIN

2216 N. BROAD ST., PHILADELPHIA, PA.

THE MOTORCYCLE SALES AND SERVICE STATION

Is the largest exclusive Motorcycle Repair Shop in the East having the special equipment necessary for all kinds of motorcycle work.

DIFFICULT REPAIRS A SPECIALTY
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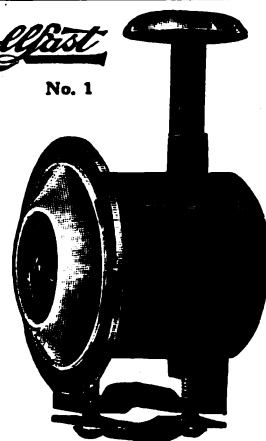
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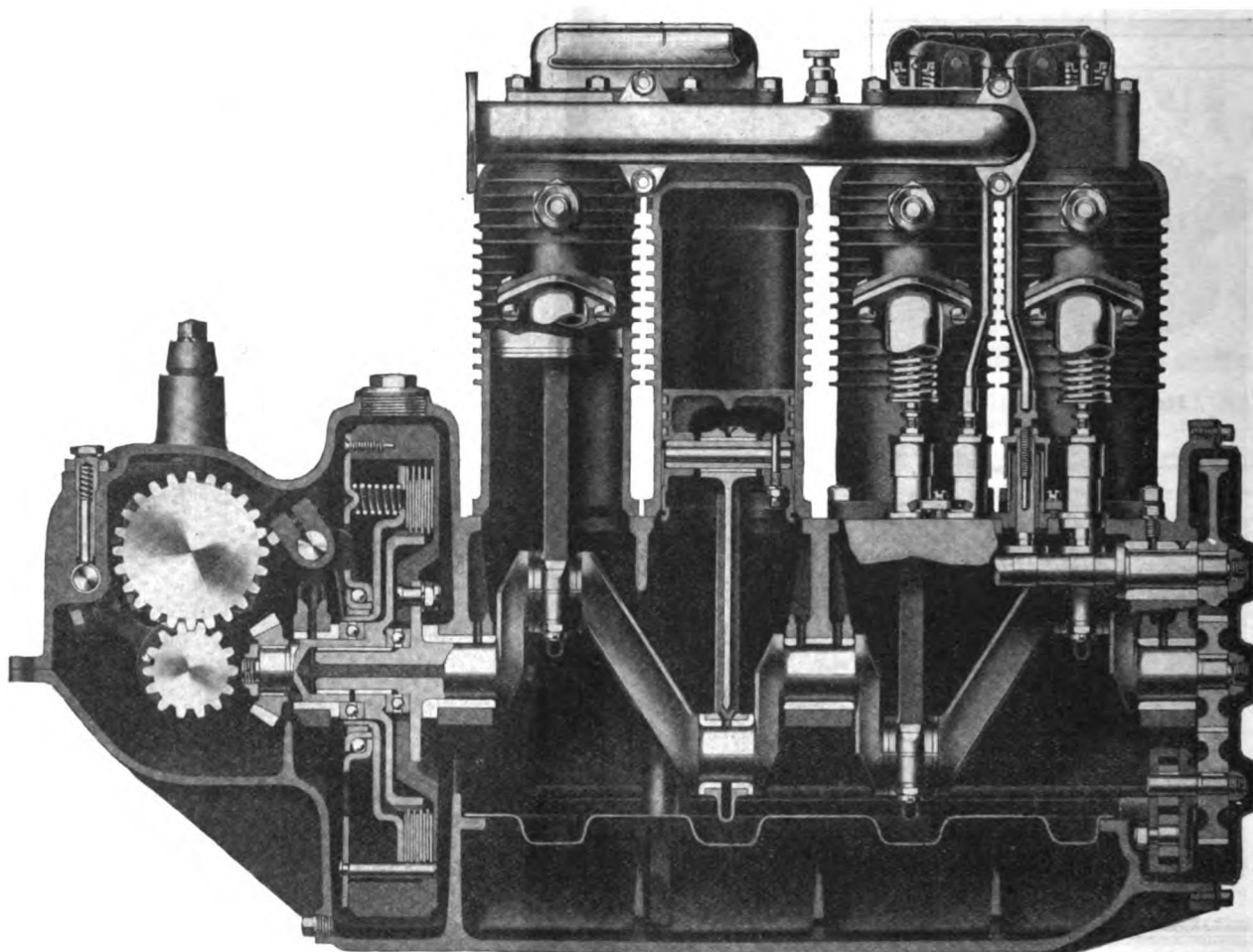
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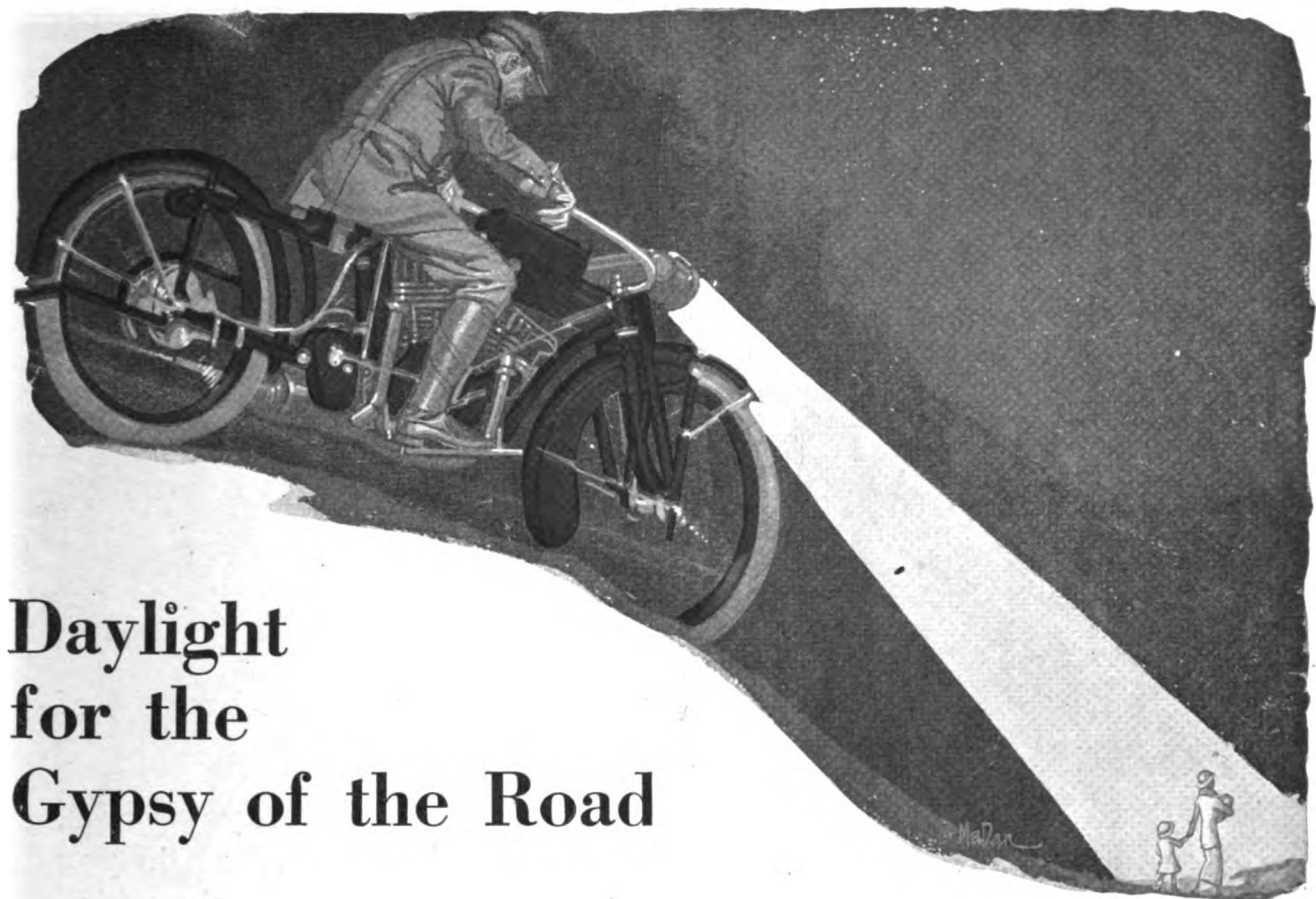
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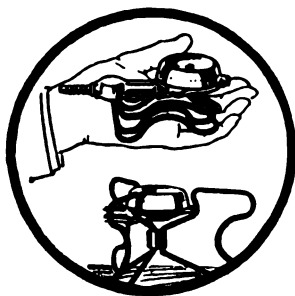
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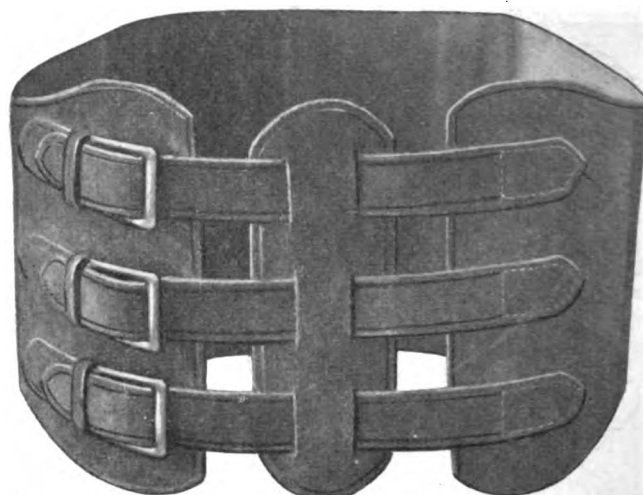
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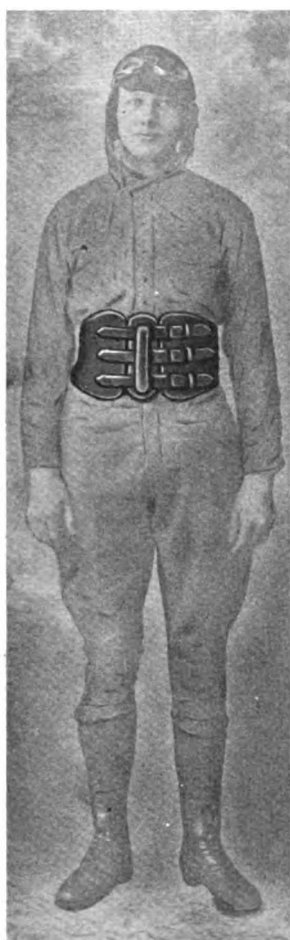
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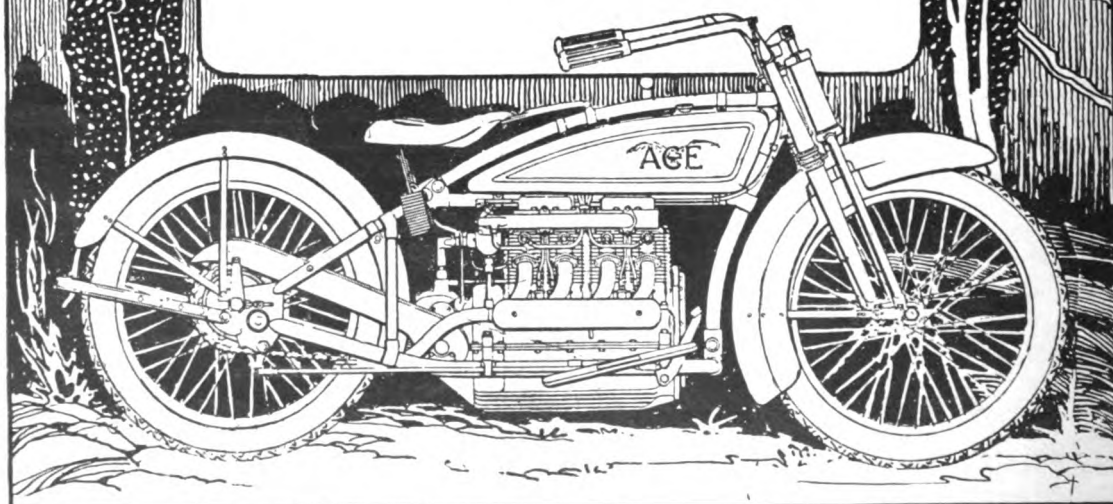
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Erie Avenue and Sepviva Street, Philadelphia, Pa.



Motorcycle & Bicycle ILLUSTRATED

Vol. 18

May 11, 1922

No. 19

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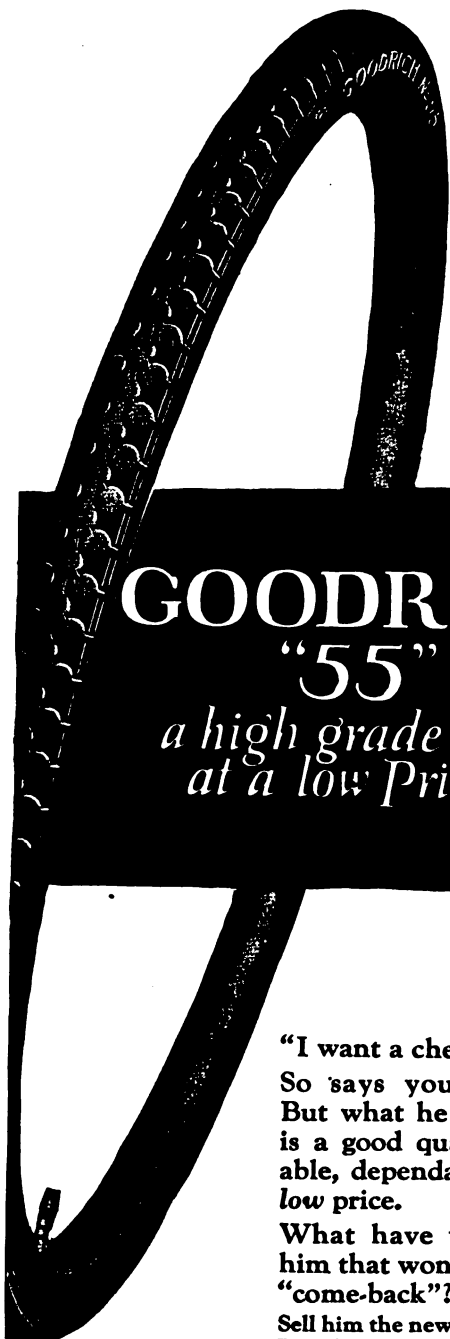
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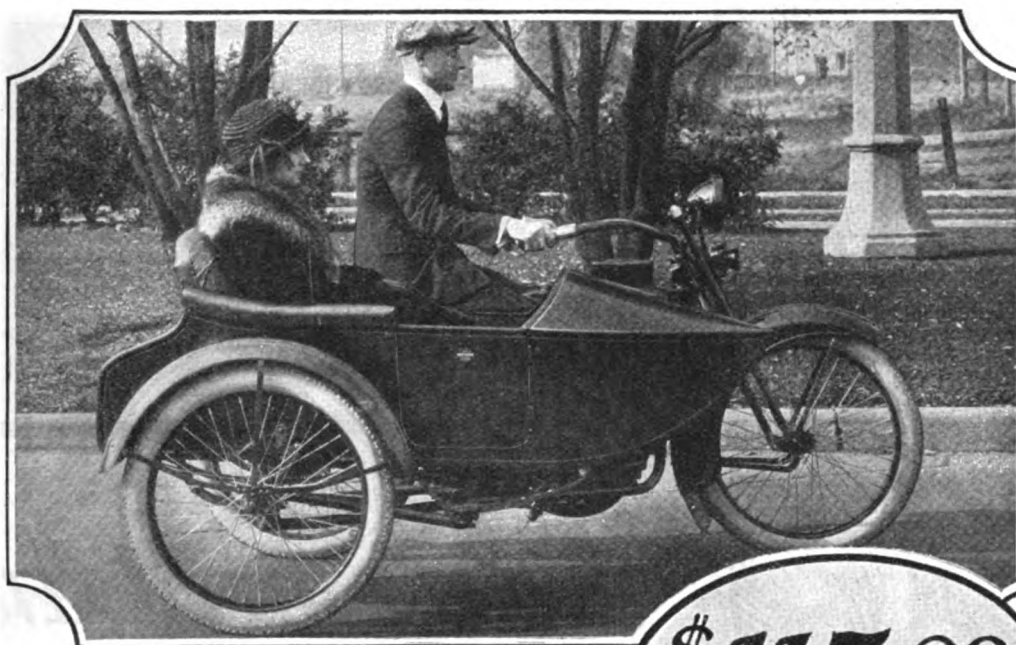
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Not merely good materials, not merely fine workmanship, but the best obtainable of both, combined. That is the standard by which all Harley-Davidson products are built. And the Royal Tourist Sidecar is a striking example of the zealously maintained standards of Harley-Davidson.

Luxurious comfort is obtained by a proper proportioning of body dimensions, giving a pleasing roominess. In body development, distinction is achieved by a refinement of those lines which have proven so popular in previous Harley-Davidson sidecars. Deep, heavy upholstery that is soft and pliable gives the occupant utmost comfort on any kind of a road.

Adequate space is provided for the convenient carrying of all necessary luggage when the sidecar is used for long trips. Access is had to a large, roomy, waterproof locker by moving the seat back forward. A compartment for additional luggage is provided under the seat. On the left wall is a handy pocket. The door is strongly reinforced, fits tightly, and has a positive gripping, spring lock. A substantial step makes it more convenient to get in and out. The rigid, well constructed chassis with large resilient springs is in keeping with Harley-Davidson high standards. The extension axle is regular equipment.

All this value has been crowded into the Royal Tourist Sidecar. Nothing has been overlooked to make this sidecar fit the needs of those motorcyclists who require utmost strength, and want distinctiveness and comfort. The Royal Tourist Sidecar sells for \$115.00 f. o. b. Milwaukee, plus federal tax. It is easily the world's greatest automotive value.



HARLEY-DAVIDSON MOTOR CO.

Largest Producer of Motorcycles and Sidecars in the World

MILWAUKEE, WISCONSIN

For assurance of prompt attention to your wants, mention *Motorcycle and Bicycle Illustrated*



For the third time

We have increased our
production schedule of

Indian Chiefs

Last August we established a factory production schedule based on what we expected the demand for INDIAN CHIEFS would be.

The immediate response following our announcement necessitated increasing this schedule on November 1st.

By March 1st the spring demand had exceeded our expectations to such a degree as necessitated a further increase in our allotment.

Now on May 1st, for the third time since last September, we are called upon to increase our production schedule in order to meet the demand for this model.

Hendee Manufacturing Company

Largest Motorcycle Manufacturer in the World

SPRINGFIELD, MASS., U. S. A.

For assurance of prompt attention to your wants, mention *Motorcycle and Bicycle Illustrated*



Motorcycle & Bicycle ILLUSTRATED

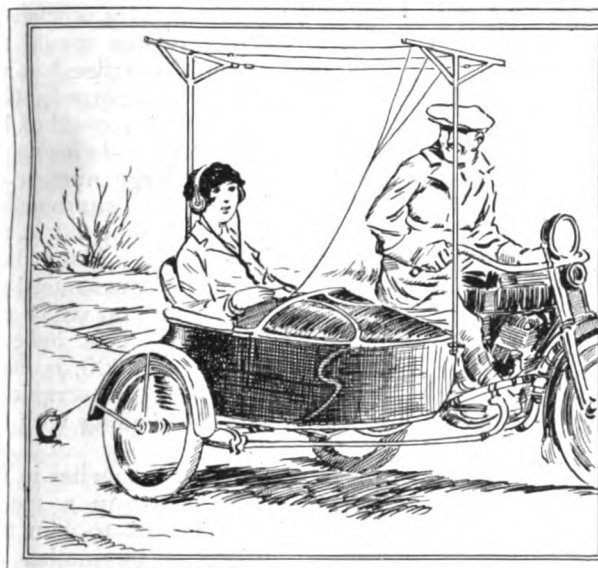


VOLUME 18

New York, May 11, 1922

NUMBER 19

Everybody is Selling Radio



ALREADY many motorcycle and bicycle dealers are cashing in on the radio "craze" that is sweeping the country, and bicycle and motorcycle riders have been experimenting in an amateur way with apparatus that will enable them to catch music out of the air as they ride along. Just what the future will develop it is impossible to foretell. There is some new kink every day. It will not be strange if some one comes along with an improvement that will put all the present equipment on the shelf, but this contingency need not worry the dealer who is selling the present outfits, for the demand is so great that it will be difficult for him to get stuck with any amount of stock on hand.

The radio business, so far as the retailer is concerned, is in about the same condition that the motorcycle business was during and following the war. The problem is not to find buyers but to get radio sets to sell customers who are clamoring for them.

Therefore, it would seem a safe bet for any dealer who is willing to take the trouble to sufficiently post himself on the technical facts about radio, or if he doesn't want to do this to employ a salesman who is sufficiently familiar with this technique to be able to intelligently ad-

LEADERSHIP

Messages Personal to You

NOT letters or telegrams, but almost as personal as letters and telegrams, are the advertisements in this magazine. They were written and printed for you.

You would not lay aside a letter or a telegram without opening it.

Neither should you lay aside **MOTORCYCLE AND BICYCLE ILLUSTRATED** without reading the advertisements.

Manufacturers are talking to you. They are telling you of their products and their services. They tell of opportunities.

It is impossible for the manufacturers to send letters and telegrams to all the readers of this paper, so here are their letters in the magazine this week to all our readers, and to you personally as a part of their field.

Reading them will help you to buy the best products where the best service is rendered just as well as though each advertiser had sent you a personal letter. Read them that way. And if by chance you do not see just what you want a line to **MOTORCYCLE AND BICYCLE ILLUSTRATED**, 920 Broadway, New York, will get you the information promptly and accurately.

vise his customers, to lay in a stock of radio equipment and share in the profits that are being made by its sale.

We may even come to the time when a radio connection is a part of the regular equipment of every motorcycle sold. Then the idea of the cartoonist, shown above, may not seem so funny after all.

We have not heard of any motorcycle or bicycle manufacturer who has embarked in the manufacture of radio equipment but quite a few automobile manufacturers are said to have become interested in the enterprise. It will not surprise us greatly if some of the bicycle and motorcycle or accessory manufacturers set a part of their factory equipment at work on radio material. In its present stage, radio is a gamble, but it's a fascinating one. Its possibilities for profit or loss are unlimited. Its big attraction from a manufacturing and selling point of view is that the public is clamoring for it. No sales campaign is necessary. A sign in the window brings the same results that a "sugar sold here" brought when the shortage was on. The flies flock to it, and the dealer can't hand out the sets fast enough. About the only retailers who are not handling radio are the grocers, butchers, and confectionery stores, and even they may jump into it.

Sales Tips From a Rider

By Henry J. Hauck

IT has always been a question in my mind as to whether a great many motorcycle dealers use the best methods in getting new riders or in fact sold their machines. I have been in a good many stores all over the country and seldom have I seen motorcycles sold in the same manner that the auto salesman sells a car.

It is usually the rider seeking the machine rather than the machine seeking the rider, and I often wonder just when there will be a general awakening on the part of the motorcycle dealers, and they will step out and seek new business in a way that should bring home the bacon.

Of course most dealers have their own idea of running their business, and it is very true that some of their ideas are very good, but I should think, if I were a dealer, I would want to get into personal contact with my prospects immediately, instead of through the mails (which is the usual way) or wait for their curiosity or interest to be awakened enough to bring them to my store.

Recently I brought a good friend of mine to a dealer's store and introduced him to the salesman with the remark that Mr. ——— was interested in buying a machine. Do you think that was enough to stir the salesman to action? Did he immediately ask the man what type of machine he preferred or to interest him by telling him of the wonderful times he could have by owning a motorcycle? Not so you could notice it! He just talked about hill climbs, racing, etc., and forgot he had a prospect at all. This all happened after I had taken said friend out a few times in my sidecar and on my tandem and he was so interested as to ask me to take him to a store where he could buy one!

He may still be interested in a machine but I haven't heard a word from him or seen him since.

So in that way I mean to say that the rider or prospect has to approach the salesman instead of vice versa. Of course, this may not hold true in all cities or at all dealers but I have never really seen a real motorcycle salesman actually sell a motorcycle yet. It was always a prospect coming after a machine.

Another incident came to my notice some time ago when two young men came into the store I was in and inquired about a used machine. Here's what took place:

Prospect: "Have you a good used machine for sale? I want one to go to and from work on. I have enough to pay cash if I find the right machine and I'll need the machine by Saturday." (This happened Wednesday morning).

Dealer: "Yes! I've got two old

crocks that I can let you have. What price do you want to pay? I can't guarantee them either. No, I haven't got time to look them over for you but they are in fair shape. Come around in a month

WHEN I strike a store that gives me real service; treats me as a valued customer and otherwise caters to me for my trade, I will give it all of my business, and will go out of my way to buy parts, etc., to keep that store in business so as to insure myself being sold on motorcycling all the time.

or two. Maybe I'll have some more. Good-bye."

What was wrong with this fellow, I wondered. I looked around his place again and I saw the inevitable result of trying to conduct business on that basis.

There were four riders in his workshop talking about the rides last summer; his floors were dirty; the show case which held some odd parts and accessories was dirty and the glass broken in two or three places.

Do you think that was the kind of place I'd go into again! You bet not! Not if I wanted to get service on my motor. And did a prospect come back once he got away from it? I'll bet he did not!

Why didn't Mr. Dealer tell these men that he had two used machines that he could fix up for them, or if they cared to leave their names he would see if he could find someone that had a machine in good condition and wanted to sell? Or why didn't he get his name and address, anyway, and put him on his list as a possible customer for parts, repairs, etc.?

And that happens every day!

That air of indifference that greets the prospect when he first is interested in a machine is enough to scare him off every time.

Why do these dealers create all this interest in machines by advertising and other methods only to scare away nine-tenths of the prospects created by their advertising? It gets by me.

When I strike a store that gives me real service; treats me as a valued customer and otherwise caters to me for my trade I will give it all of my business and will go out of my way to buy parts, etc., to keep that store in business so as to insure myself of being sold on motorcycling all the time.

Some recent articles in this paper show how some of our successful dealers have built their business by service. Not having met any of the gentlemen men-

tioned I want to congratulate them on their success and wish them more and more of it, because it is founded along the right lines.

The last two years have not been very healthy for the motorcycle business and some of the dealers have lost their air of indifference and gone out after the business and landed their share, but there are still quite a number of dealers that either do not care or don't know how to take care of the business.

New ideas in merchandising are being tried out all over. Some may work very well in a certain locality that would not bring the same result if practised in another place. Here in Minneapolis Guy W. Webb has a way of getting rid of his old rebuilt machines that is bringing in some good results. A large number of inquiries come from the surrounding towns. He carries a two-line ad in the classified columns of each of the daily papers, calling to a line of guaranteed rebuilt motorcycles, a bulletin on which can be had for the asking. This bulletin, which he calls Bulletin No. 300, is made up of numerous individual descriptions, and the machines for sale along with the prices and terms.

When a rider or prospect writes in for a circular his name is put in a special file; the circular is mailed to him and then followed up later on by another letter or by the salesman.

Each machine is re-enameled and guaranteed the same as a new machine, and Mr. Webb expects to do a big business in rebuilt machines.

Also, during the winter he has a course or a school of instruction every Friday evening to keep his riders posted on the proper care and maintenance of their machines. This school starts around December and continues until March of April each year and is a big help to the riders.

By posting the riders on the smaller details regarding their motors during the winter, he saves the bother and time of his mechanics during the summer when he is generally over busy.

Oscar Becker also runs such a school at Ira Enmark's place of business, and it is a big asset to the riders, who patronize his store.

The idea has not to my knowledge been practised in St. Paul as yet but would be of advantage to both the dealers and riders alike if encouraged.

All the dealers of the two cities, St. Paul and Minneapolis, co-operate in every way with the Twin City Motorcycle Club, and while the runs and parties last year were not attended as they should have been, a better year is planned for 1922 by the new set of officers recently elected.

Motorcycle Mountaineering

Information Learned From Long Experience, Upon What to Do and What NOT to Do When Motorcycling in Mountainous Regions and in High Elevations

By John Edwin Hogg

IF lack of experience and knowledge are likely to get a motorcycle tourist into trouble in the deserts, the same holds true in the mountains. The various mountainous regions of the United States afford some of the finest touring grounds on earth for the motorcyclist, for there we find the nation's most magnificent scenery; such things as eternally snow-clad peaks, magnificent waterfalls, fine fishing and hunting, virgin forests, and what not? It is there that we find crisp bracing atmosphere, tingling with elevation, and cool enough to be comfortable when the rest of the nation swelters during the dog days of summer. The mountains, however, are much like the desert: There is much to be learned about them by the motorcycle tourist from the flat country. The tenderfoot in the mountains makes a lot of rank mistakes, just as the tenderfoot in the desert often does. Such mistakes are always unpleasant; and frequently they are costly, or even dangerous to life itself. It is for the purpose of giving information to the inexperienced prospective motorcycle mountaineer that these lines are written. This is information that the writer has been compelled to learn from experience.

First of all I will outline that I am not a native of a mountainous region, having spent my boyhood and early youth in the middle west, in a region where a hill five hundred feet high was considered quite a mountain. When my ambitions to "see the world" from behind a pair of motorcycle handlebars took me out of the flat country, I didn't follow the established rule of "seeing America first," but obtained my first experience in mountaineering by motorcycle in the Alps of Switzerland. I spent some weeks touring in

that quarter of the globe, and by the time I got out of the Alps I knew a lot of things about mountain motorcycle touring that I didn't before. My motorcycle tours have since taken me through nearly all of the mountainous section of the Appalachians, the Rockies from Colorado to the Pacific Coast, the Canadian Rockies, and much of the almost uncharted road mileage of the mountainous regions of

altogether different brand of dangers from those he is familiar with in ordinary city or highway traffic. When I speak of dangers of motorcycle mountain touring no one should misconstrue my words to imply that the dangers of such touring are greater than those of ordinary motoring. As a matter of fact, lack of knowledge of motoring conditions in the mountains is about the only thing that is liable to get the

mountain motorcycle tourist into trouble. In the mountains traffic becomes much less congested, and the dangers are sifted down to just about three things. These three dangers are: falling off the road, head-on collisions with other vehicles, and losing control of one's machine on down grades.

In speaking of motorcycle mountaineering I may as well outline at the outset that I am talking about conditions to be encountered in elevations ranging from sea level, or below sea level, to heights of 4,000 feet or more. Lesser mountainous regions may be dismissed for the purposes of this article as being merely conditions



What 11,000 feet elevation does to a summer climate. This is Elery Lake in the High Sierras of California in July.

Mexico. The benefit of this experience is invaluable, and I am not attempting to boast, for all that I have ever done in the way of motorcycle mountain touring is nothing but what any motorcyclist with the ambition to do it can do.

The tourist who leaves the plains of Kansas, or some other fairly level section of the country, for a mountain tour will find that he will have to undergo an almost complete revolutionizing of his former ideas of touring. Mileage schedules for a day's touring are turned almost topsy-turvy, rules of the road are different from what he has been used to, legal interpretations of liability in case of accident are reversed, motors function differently, and the motorcyclist will face an

of hilly country touring.

If you contemplate a tour into the mountains, before you start there are a few pointers concerning your machine that will need first considerations. The motor must be functioning so as to insure the development of its full rated horse power. You'll need all the power you've got in the mountains, and you don't need to be afraid of having a superabundance of it. You can't get the power you'll need if your motor isn't shooting properly, and to have it shooting properly the valves have got to be in good shape; your ignition has got to be right, and your carburetor will have to deliver the right sort of an explosive mixture to the engine. In addition to abundant



When you meet anybody on a mountain road you exchange greetings, whether the people you meet are strangers to you or not.

power you'll need good rubber, especially on the rear wheel, which in mountain touring is called upon to do most of the "dirty work." A tire that might roll for hundreds of miles on a smooth level highway will usually "whistle" and go flat if you try to use it on your rear wheel for even a short and fairly easy mountain tour. Furthermore, if your motor is working at its best, you can't get its full power to the rear wheel, and use it to push you up a mountain, if you are trying to worry along with worn out drive chains, or snaggle-toothed chain sprockets. This applies especially to the engine sprocket, so if your sprockets are very badly worn, you will save yourself a lot of delays and annoyance, and a sacrifice of the joys of mountain touring, by seeing to it that these essential parts of your outfit are replaced before starting your tour. It is a good plan, too, to see to it that your machine is geared for mountain work before you start off for a mountain trip. Even if your machine is geared for sidecar work it is an excellent plan to further reduce the gearing by putting on an engine sprocket of about one tooth less than you have been accustomed to carrying. This is especially true since power is the all important factor desired, as well as the ability to apply that power to the rear wheel and the ground very slowly. Speed is something you may as well forget about on mountain roads.

On ordinary mountain roads where the roads are wide enough for two vehicles approaching from opposite directions to pass anywhere, the customary rules of the road of each driver keeping to the right are in vogue. But when you get onto steep sidehill mountain grades, where the roads are one-way affairs with



On the average mountain road you may as well leave your speed schedules at home. If you take them along you can't use them.

IF you start a forest fire you had just as well surrender to the sheriff. The next worst offense that you can commit is to wash in a stream. The pollution kills the trout and fouls the water for some one who has to drink down below. Dip a bucket of water and wash that way."

turn-outs every so often to enable vehicles to pass, all of the established rules of the road go into the discard. There instead of driving to the right the rule of the road is: that the ascending vehicle takes the inside of the road (the side next to the bank), while the descending machine takes the outside provided there is room enough to pass. Circumstances, of course, sometimes govern the interpretation of this ruling, but in all events when two machines are in collision with each other on a mountain road the responsibility for such an accident rests with the driver of the descending machine. This interpretation of the law is taken from nothing but common sense. The reason for it is that an ascending machine can hardly ever be responsible for an accident. When you are going up a very steep grade, you put her in low gear, and give her the gun. If you have occasion to stop quickly you can always do it. Gravity is the most effective brake known, and when you cut the throttle on an ascending vehicle it comes to an instant stop. With the descending machine, however, the story is a very different one. The driver of a machine coming downhill must do the careful driving. He must have his machine under such perfect control that he is able to stop almost

instantly against the force of gravity, which is not so easy to do as it is in the case of the machine going up the grade. This is a good point to remember, because if you come thundering down hill, and around a curve in a mountain road, and bump into the radiator of a big touring car or a motor truck—the bill for the damages is going to be up to you! The same thing holds true if you come blundering down a mountain, and around a curve, to pile

into the rear end of a more cautious driver's vehicle ahead of you. You pay the bills because it's your own fault.

Probably the best form of accident insurance to guard against head-on collisions on mountain roads is a good loud horn, or whistle. With such a noise-making device you can let the fellow ahead know that you're coming around the curve, and if he does the same thing there is little likelihood of two machines ever bumping each other. The exhaust whistle, however, has the very objectionable feature of heating up a motorcycle motor, and causing the motor to lose power when the whistle is sounded. The horn, and a good loud one, is by far the best signalling device. When traveling mountain roads at night a good spot light is not only essential to safe driving, but is also an added precaution against collisions. Your headlight can always be seen around a curve to warn the driver of an approaching machine in time for him to avert any possibility of accident.

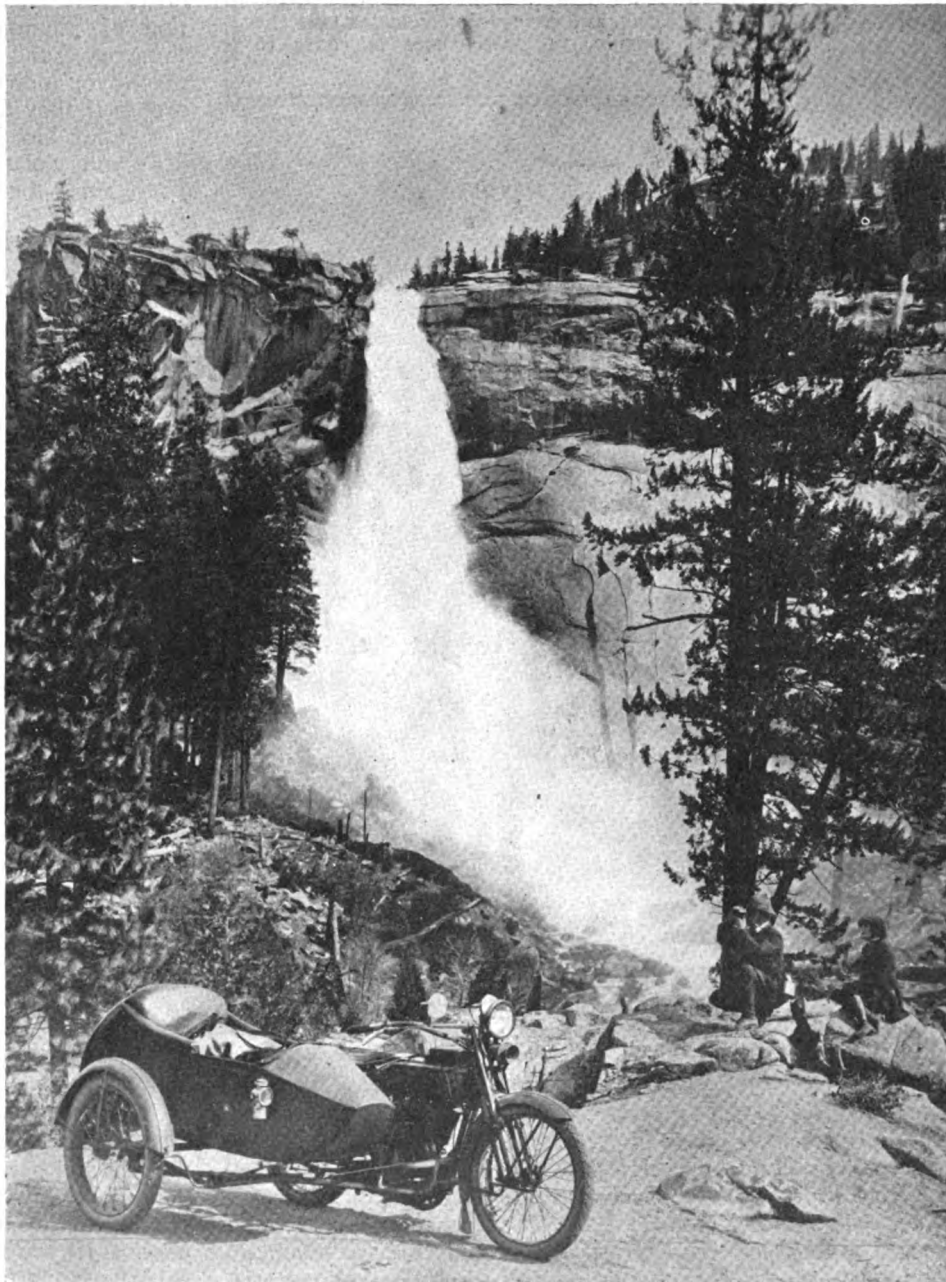
Speaking again upon the subject of motors heating on mountain grades; this is something that the drivers of all motor vehicles on mountain roads must reckon with. The water-cooled automobile engine has a worse lot of trouble from this source than does the air-cooled motorcycle motor. You cannot pull up a long steep grade with your motor slugging its heart out, or running in second or low gear for any great distance without its getting pretty hot. Of course, the heating may be kept down below the danger point by using plenty of oil, but if your motor gets excessively hot on long steep pulls there is nothing that you can do but stop and let the motor cool. A good muffler cut-out will further assist you in ridding your motor of excessive heat. The higher you go the worse it gets.

Furthermore, you will find that the higher you go the less power your motor will develop. This is regardless of whether you drive a low powered motorcycle, or a twin six automobile. The condition which effects the loss of power is the same. The reason for it is that the higher you go the thinner the atmosphere becomes, and the atmospheric pressure becomes less. The internal combustion motor depends upon atmospheric pressure for proper functioning. When your pistons go down on the intake stroke it is nothing but atmospheric pres-

sure becomes. The engine then fails to get the proper explosive mixture, with the subsequent loss of power. Most automobile and motorcycle engines will function beautifully up to about 5,000 feet elevation, but beyond that point they begin to suffer from the lack of atmospheric pressure. There is absolutely nothing that you can do to remedy this condition, and you'll find that by the time you get up to about 10,000 feet elevation your big powerful twin won't have power enough to drag the hat

off your head in high gear. The only way it will pull is to let the motor turn over at fairly high speed, which means low gear for pulling any kind of a grade at all. Of course, if motorcycle engines could be built with superchargers on them like aeroplane motors you would have little difficulty in scaling the highest mountain road on earth, but for the present the demand for such a device does not warrant the motorcycle manufacturers in so constructing their machines. The highest elevation that I ever reached with a motorcycle was a little over 12,000 feet. That was as high as the road went, but I couldn't have gone much farther without my motor dying a natural death. At that height my big powerful twin could just about pull itself along in low gear.

In mountain touring an altimeter is a very desirable instrument to have along. It will keep you informed of the elevation at which you are traveling at all times, and will give you a world of useful information. An altimeter, however, is a rather expensive accessory, and if the prospective mountain tourist feels that he can't afford it he should endeavor to provide himself with a road map which gives the elevations. It should be remembered, too, that changing elevations in the mountains means changes of tem-



Nevada Falls, Yosemite Valley—just one of the innumerable scenic attractions of the mountains.

perature that takes a new charge of gas into the cylinders from the carburetor. In other words, when the pistons go down on the intake stroke they leave a vacuum or partial vacuum inside the cylinder. It is the weight of the atmosphere all around you that pushes the gas into the cylinders for the next power explosion. Then the higher you go the less the at-

mospheric pressure becomes. The engine then fails to get the proper explosive mixture, with the subsequent loss of power. Most automobile and motorcycle engines will function beautifully up to about 5,000 feet elevation, but beyond that point they begin to suffer from the lack of atmospheric pressure. There is absolutely nothing that you can do to remedy this condition, and you'll find that by the time you get up to about 10,000 feet elevation your big powerful twin won't have power enough to drag the hat

perature with the various influences of temperature upon the animal and plant life of any particular region. The conditions of elevation governing temperatures in the mountains are the same as those of the deserts: That is, you will experience a change of temperature of about 10 degrees for every thousand feet of rising elevation, and likewise you'll find it about ten degrees warmer for every thousand feet you drop down. Even in a semi-tropical climate like that of southern California, a climb of about 8,000 feet in mid-summer will take you up into the snow, and in the winter, you can't get more than about 4,000 feet without your progress being blocked by snow.

The mountain motorcycle tourist, therefore, may expect to encounter all sorts of climatic changes, and he must be prepared with the necessary clothing. Wool is by far the best material for mountain clothing, because it radiates the heat of the body much slower than other fabrics. It stays warm and dry, rendering one much less susceptible to sudden overheating or chilling, with the consequent ill-effects upon human health. In the mountains, too, due to the thin atmosphere through which the sun's rays pass very readily there is always a vast temperature change between day and night. The days may be ever so warm, but at night you'll need your warm clothing, and plenty of bedding if your tour is a camping one.

When you go into the mountains leave your speed schedules at home. You'll have no use for them there. Mountain miles are always slow miles, because you can't drive fast with comfort or safety. Furthermore, who wants to tear and rush through the finest scenic country we've got? I have learned from experience that 75 or 80 miles a day is a very good sidecar touring gait in the mountains, and to even do this much you'll have to keep your eyes on your gasoline and oil supply. If your sidecar outfit will go thirty-five or forty miles on a gallon of gas on ordinary highways, you can figure on just about half that fuel mileage when you get into the mountains pulling over heavy grades, and using your low and second gear. Therefore, know where your chances for fuel are before you start off into the mountains, and if there is any doubt about your getting from one fuel station to the next take some extra fuel along. It may save you a long hard hike, unless some kind passing motorist takes pity on you.

The same spirit among motorists which is found in the deserts holds true in the mountains. When you pass a man in the mountains you speak to him or wave to him whether he's a stranger to you or not. If you neglect to do this

IN mountain traffic the dangers are sifted down to just about three things: falling off the road, head-on collisions and losing control of one's machine on down grades."

"When two vehicles are in collision the responsibility rests with the driver of the descending vehicle."

"The horn and a good loud one is the best signalling device."

"When you go into the mountains leave your speed schedules at home. You will have absolutely no use for them."

"Instead of driving to the right, the rule is that ascending vehicles take the inside of the road, the side next to the bank, and descending vehicles take the outside, provided there is room to pass!"



Excellent trout fishing—just one of the many reasons why the mountains are one of the finest touring grounds.

you'll insult somebody, or will have all the mountain folks setting you down for the tenderfoot that you are if you don't carry out this simple rule of mountain etiquette. If you meet a fellow motorist and he's in trouble you don't pass him up without asking if there is anything you can do for him. Usually when a machine breaks down in the mountains the road is blocked so you'll have to stop, but if you do succeed in blundering by without offering any aid that you can contribute the same fellow is liable to get even with you some day by leaving you stranded in the hills just as you left him. If he's in trouble, and you've got spare tubes, tire

patches, cotter pins, hay wire, or anything else he needs you give them to him. If you do this, you can bank on it that some day somebody will pay you back for your kindness. You'll never lose anything by courtesy in the mountains.

The mountain country has nothing to attract the roughneck motorist, be he motorcyclist or automobilist. I've traveled thousands of miles in the mountains by motorcycle, and I never have met a roughneck yet. Furthermore, if you're not a respecter of the Golden Rule, and a law abiding citizen; you'd better stay out of the mountains. The administration of mountain justice is swift and summary, and the mountaineers will razoo you down out of the hills right pronto if they find any cur corpuscles in your blood. And that isn't all, if you violate the law in the mountains—the sheriff of the county you're in will get you just as sure as shooting! The mountains are the poorest place on earth to commit a crime and get away with it, and a crime committed in the mountains usually warrants a swift arrest and a still swifter jolt in the enforcement of the law once the sheriff or his deputies get you into court. If you commit a crime in the mountains it's about a hundred times easier for the sheriff to arrest you than if the same crime were committed in a city. There are only a few roads over any mountain route, and a criminal in the mountains is bottled up by the law like a rat in a trap.

The worst crime you can commit in the mountains is to be careless with fire. If you start a forest fire—you'd just as well go surrender to the sheriff; because he's going to get you anyway, and you're going to pay a fine of about \$500, and probably spend six months in jail on top of that! The next worse offense that you can commit is to wash in a mountain stream, or otherwise pollute such a stream. Such pollution of streams kill the trout, and fouls the water for somebody who has to drink it down below. Such pollution of streams is therefore a violation of a civil code as well as of the fish and game laws, not even to mention moral law. If you want to wash you dip out a bucket of water, and go to it—but if you wash in the stream it's liable to be an expensive bath, because if you get caught at it the law will nick you anywhere from \$25 to \$200 on two counts, or the alternate in the form of a jail sentence at 50 cents a day on your fine.

It is the lack of lawlessness in the mountains that makes them the most pleasurable of touring grounds along with the wonderful scenic attractions. If this were not the case the pleasure would be taken out of it very quickly. That



A pictorial example of the influence of elevation upon climatic conditions. This scene, taken in the Sierra Madre Mountains of California, at an elevation of 6,000 feet, gives the impression of a New England winter. Yet this scene is only 15 miles from a valley that has a climate of perpetual summer, and a luxuriant growth of semi-tropical vegetation.

there is little or no lawlessness in the mountains is indicated by the fact that on dozens of camping tours I have gone away and left my camps. I've left money, guns, field glasses, and other valuables laying about my camp, and gone away for a day or two at a time, but I never had a nickel's worth of anything stolen. If somebody comes along and finds your camp, it is the established rule that they can move in and make themselves at home if they feel like it. If they care to do it they are entitled to use your cooking utensils, or anything else they want to make use of, and if they're hungry they help themselves to anything you've got laying around loose in the way of food. In doing this, however, they are always supposed to leave everything as clean and orderly as they found it. If you find another fellow's camp the same privilege is open to you, but you'd better not abuse the privilege if you don't want to get a "floater" down out of the hills. I left my camp once in the High Sierras, and was gone back in the hills on a hunting trip for three days. When I came back I found that some mountaineer had been in possession while I was gone. He had left everything shipshape, and had eaten some of my flour, bacon, and eggs. In exchange he had left me some green vegetables, and a haunch of venison, together with a note saying that he considered it a fair trade. "If I was not entirely satisfied," the note read, "I was to call for an adjustment at his cabin," the location of which was given in the note. I didn't call on this mountaineer, however, because I felt that I had profited by his visit!

YOU will need all the power you have got in the mountains, and you don't need to be afraid of having a super-abundance of it."

"Your ignition has got to be 'right'; your carburetor will have to deliver the right mixture and you will need 'good rubber,' especially on the rear wheel."

"If your sprockets are worn you will save yourself a lot of trouble if they are replaced before the tour. Even if your machine is geared for sidecar work it is an excellent plan to further reduce the gearing by putting on an engine sprocket with about one tooth less than you have been accustomed to carrying."

UP GOES GASOLINE

THE Standard Oil Company of Indiana has increased the price of gasoline 1 cent a gallon. This was followed by an announcement that the Sinclair Oil Company had made a similar increase, and the same increase was put in effect by the Hawkeye Oil Company, a subsidiary of the Producers and Refiners Company.

The Standard Oil Company of New Jersey has advanced the price of bunker oil 10 cents, to \$1.26½ a barrel, f. a. s. New York, Baltimore, Norfolk and Charleston.

BUTTON CONTEST

BYSHE & CO., motorcycle and bicycle dealers, 221 Bank street, Ottawa, Ontario, got some valuable advertising and also sold several bicycles as the result of a bicycle button contest.

Two thousand lapel buttons, bearing the name of the company and consecutive numbers had been distributed and 60 of the numbers had duplicates. The contestants were required to find the duplicates. Ten prizes were hung up, the capital prize being a \$55 bicycle. The awarding of the prizes took place in the window of the store with the bicycle editor of the *Ottawa Journal* in charge.

FRESNO HONORS DIVIDED

FIVE THOUSAND people witnessed the third annual hill climb promoted by the dealers of Fresno, Cal., on Sunday, May 7. Honors were divided.

The novice event was won by an Indian rider named Schunck. He climbed 270 feet before he quit.

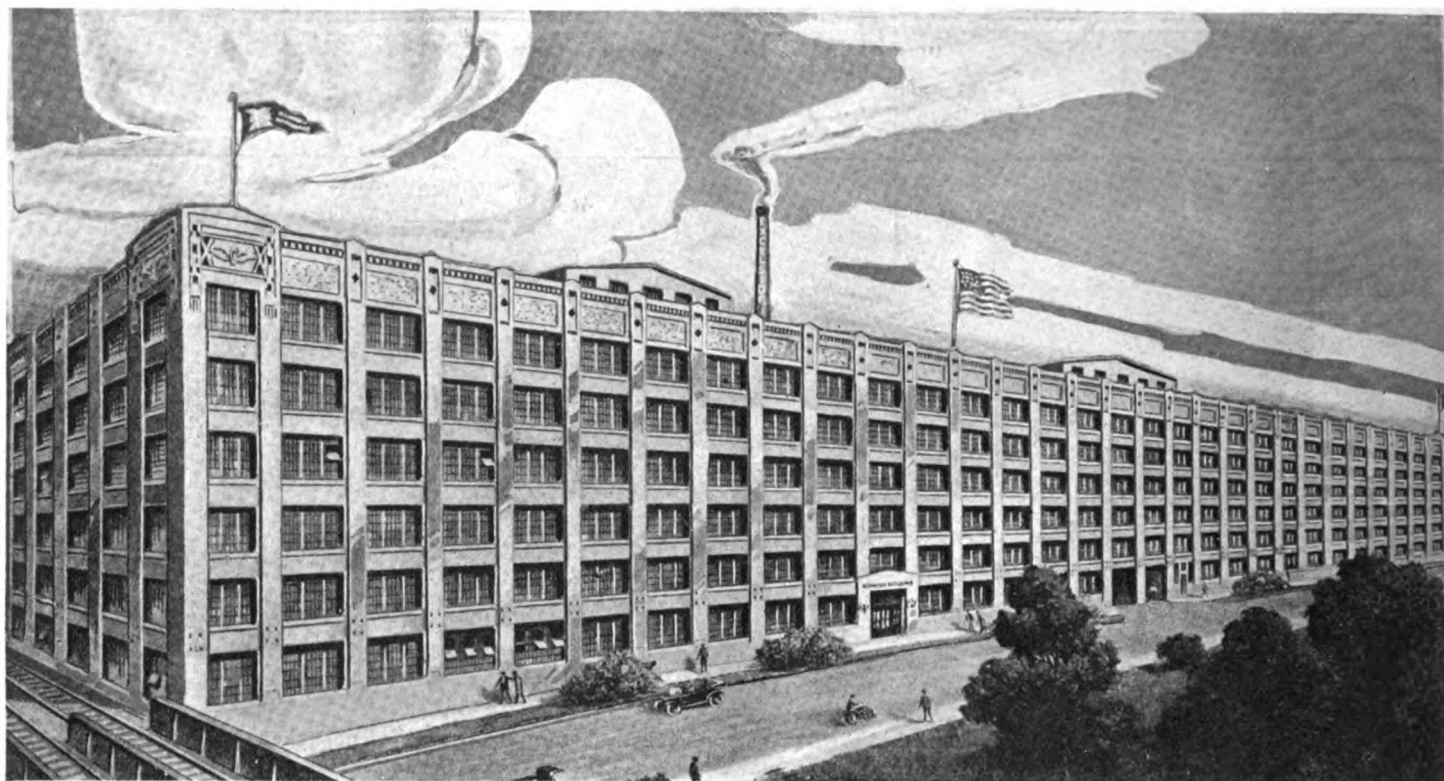
The 61 stock event for San Joaquin County riders was won by Breese, Lundy second and Paginini third, all Harley-Davidson mounted. All went over the top. The winner's time was twenty and two-fifths seconds.

The 61 stock expert, open to all, was decided in the same order of finish, and a fifth of a second slower.

Archie Rife, Indian, won the 80-inch open. Elder and Faulders, Harley-Davidson, were second and third. Rife's time was eighteen and three-fifths seconds.

The course was rough. There were about 25 contestants in the different events.

All of the winners used United States' tires and Schebler carburetors.



One of the finest motorcycle factory buildings in the world, is the great six-story concrete and steel structure that houses the Excelsior and Henderson in Chicago

Little Journeys *in the* Cycle Field

By W. H. Parsons
No. 7

DID you ever get caught on one of those sleepers equipped with a washroom built for two, and no smoking compartment? Usually they put them on trains that carry a club car, and, aside from a race in the morning to see who will get first chance to shave, they are not so bad; but if there is no club car and you want to smoke, and every other man of the twenty or more who have reservations in the same car wants to smoke, you can't be happy in such a car.

That's what happened to "F.M." and myself on our journey from Buffalo to Chicago. The worst of it was that the train left Buffalo early in the evening and we didn't feel like going to bed so soon after dinner. Even if we had, the berths weren't made up. Perhaps others may have noticed it, also; if you want to go to bed early your berth is always the last one made up, but if you prefer to sit up and read, the porter finds it absolutely necessary to make your berth first. We decided to read. The porter had contrary ideas, and though we convinced him that

we really wanted to sit up a while longer, he showed his disapproval by making the berths on each side and across the aisle and piling the surplus coats and luggage all around us.

It was Sunday morning when we reached Chicago. The train was late, but not late enough to give us a rebate on the excess fare. That's another clever little kink in the system. A train must be a full hour late or no rebate. Fifty-nine minutes and fifty-nine seconds don't count. You can ride on trains that do not cost excess fare, but they are few and far between and never start at a convenient time.

We had written to Vice-president W. C. Shaughnessy, who acts as western representative for MOTORCYCLE AND BICYCLE ILLUSTRATED and makes his home in Chicago, asking him to meet us at the hotel, but we found that Shaughnessy was a suburbanite, and his train didn't reach the city until after we had gone through the regular routine of putting our names down for the first vacant room and tipping the boy to put our grips in

the check room while we waited. This done, "F. M." had his first good smoke in eighteen hours.

Monday morning, bright and early, the three of us set forth for the Excelsior factory. We handed our cards to the girl at the information desk and stopped to inspect the nickel-plated models of the Excelsior and Henderson in their glass cases in the reception hall. Gid Haynes looked up from his mail and spied us.

"Come on in," he called. "Anyone that travels as far as you have to come, calling on us, is entitled to a comfortable place to smoke. Have a cigar?" Gid smokes a pipe and so do I. "F. M." doesn't seem to think much of my pipe, but this was one time he couldn't make any funny remarks, for we were two to one.

When a man has been in the bicycle business for over forty years and the motorcycle business for over twenty years, you might expect him to be a little case-hardened and not greatly excited at anything new that might come along, no matter how big it might be, but we found Haynes just bubbling over with enthu-

IGNAZ SCHWINN, president and treasurer of the Excelsior Motor Mfg. & Supply Co. and also president and treasurer of Arnold, Schwinn & Co. is probably the most versatile executive in the cycle industry. He can shoe a horse, make a watch, operate any piece of machinery in either factory, drive a bargain for a shipment of material, close a contract with a new agency, or pass judgment on a question of manufacturing or sales policy with equal facility. It is true that some years have passed since he has shod a horse or built a watch, but he has done it and says he can do it again if anyone will make it worth his while to show them. Neither does he fuss with the machinery in either factory, but he knows how, and perhaps this is one of the reasons that there is such a high rate of efficiency among the men who do operate the machines. The boss knows just how it should be done and insists on its being done that way.

Mr. Schwinn is 62 years old. He was born in Germany in 1860 and learned the machinist's trade in the thorough German way. When he was 30 years old, in 1892, he came to America and started making bicycles in Chicago. In those days it was the fashion for bicycle manufacturers to maintain racing teams. In 1892 Schwinn sent the "World" bicycle team all over the world wherever there was bicycle competition.

In 1911, he bought the Excelsior Company and added the manufacture of motorcycles to his activities. He went at it in the same thorough way that he made bicycles and soon the Excelsior Autocycle was one of the leading motorcycles of the world. In 1914, the six-story factory building occupying practically a block of ground at Cortland and Lawndale streets, Chicago, was completed, and the motorcycle end of the business was moved into it. In 1917, Mr. Schwinn purchased the Henderson four-cylinder, which was manufactured in Detroit and moved it into the new



Ignaz Schwinn at his desk on his 62nd birthday, April 1, 1922

factory with the Excelsior. Since that time, he has devoted all his energies to producing leaders in their class, the Excelsior as a twin and the Henderson as a four.

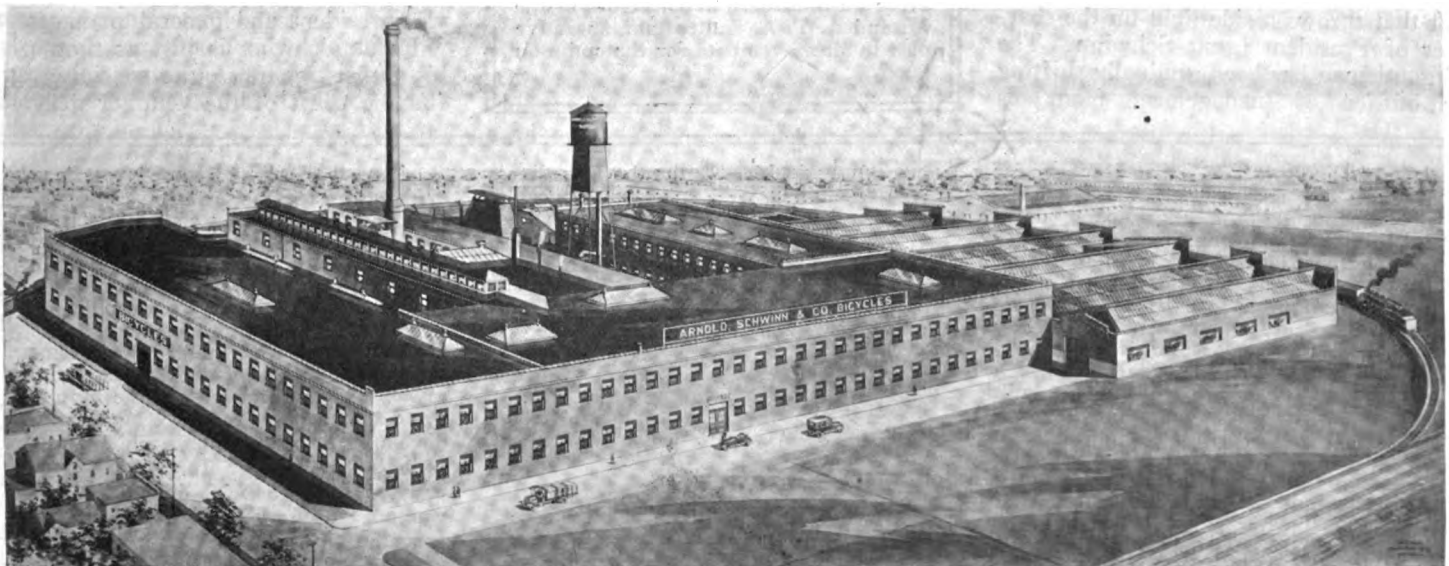
Of late, he has been gradually shifting the burdens from his shoulders to the capable ones of his son, Frank Schwinn, who holds the offices of vice-president in the motorcycle company and secretary in the bicycle company, and puts in his time as general manager of the motorcycle company.

siasm because of the big hit the new De Luxe Henderson has been making ever since it was announced at the Chicago show last November. "Gid" is no spring chicken in the cycle industry, but he can flap his wings and crow as loudly as the sassiest young cockerel in the bunch, and he sure is crowing over the Excelsior-Henderson line, from the "Good old Ex" twin and the Model K

Henderson, with its pressure feed oiling system and other new features to the premier of them all, the De Luxe Henderson, which he says is the speediest, most powerful and classiest motorcycle ever built. He ought to know, for in his time he has seen a lot of them come and go.

Reminiscing a little, he told us that it was Thanksgiving Day, 1879, that he first

climbed aboard an old high wheel, and he has been a bug ever since. In 1882 he went into manufacturing as a side line, building twelve wheels from parts he had imported from England and selling them in the store of William Reid & Sons, Boston, where he was manager of the gun department. At that time there were only three bicycle dealers in the country—the Cunningham Company of Boston



Arnold, Schwinn & Co. factory where Excelsior Henderson, World and Admiral bicycles are made

handling the Harvard and Yale, made in England; the Stoddard-Levering Company, who imported the Rudge, and Sam T. Clark of Baltimore, who imported the Sanspaniel. Colonel Pope had control of the bicycle patents and every importer or manufacturer had to pay him a royalty of \$10 a machine. When Haynes went into partnership with W. S. Bull and they opened a store at Buffalo in 1884, Colonel Pope granted Haynes the fifth bicycle importing license in the United States.

It was not until 1901-02 that Haynes got into the motorcycle field. He traveled a few months in California for the Merkel and Indian and then went on the road for the Excelsior Supply Company of Chicago, which built a motorcycle of Thor parts and sold it under the nameplate of the "Triumph." Later in 1905 work on the development of the Excelsior auto-cycle was started and it was put on the market in 1907. Since that time Haynes has been selling Excelsiors and Hendersons, but he has been *boosting* all makes. His theory is that the more motorcycles there are sold the more will be sold and that the chief function of a motorcycle sales manager is to create a demand for motorcycles and then sell as many of his own make as he can. He expressed some interesting views on the lightweight. "Sure, we're for 'em," he declared. "We favor our dealers handling them, for we know that a good percentage of the riders who start with a lightweight are people who could not be sold a heavyweight at the beginning, but once they get the thrill of it many of them want a heavyweight. The lightweight develops riders for the heavyweight that we would not otherwise get and it does not take any business away from us. Riders progress from the bicycle to the light and medium-weights and then to the heavyweights. The procession never travels the other way, so why shouldn't we feel friendly towards the other fellows?" Sounds logical, doesn't it.

Mr. Haynes told an interesting incident that throws a side light on the character of President Ignaz Schwinn. The old gentleman has been gradually shifting the burden of management from his



FRANK W. SCHWINN, Vice-President and General Manager of the Excelsior Motor Mfg. & Supply Co., practically cut his teeth on the handle bars, for from the time he was old enough to straddle a saddle he has been riding a bicycle or a motorcycle. He is 28 years old and a graduate of Lewis Institute of Chicago. His first venture on a power cycle was with a French Tricycle in 1907. Later he got a British single-cylinder Triumph, which was followed by an Excelsior when his father took over the Excelsior company. In 1912 he was apprenticed in the tool room of the Excelsior factory, and his father saw to it that young Frank got a thorough training in the practical side of building motorcycles before he was allowed to graduate from his mechanic's overalls to a business suit and a roll-top desk. During the war the business suit was exchanged for the olive drab of the army, and he was detailed to work with the motorcycle service. When discharged from the army after the armistice he returned to the factory, and has for the past three years pursued a progressive policy that is reflected in the steadily increasing popularity of the Excelsior-Henderson line. Nor has he confined his efforts exclusively to his own organization. He has found time to serve on the Board of Directors of the M. and A. T. A. and to take an active part in all movements for the common good.

shoulders to those of his son Frank, who is vice-president and general manager of the Excelsior Motor Manufacturing and Supply Company, but every once in a while he lets it be known that he still has a sharp eye on things. Recently it was necessary to buy material the cost of which would come close to \$100,000 and Frank announced to his father that he was going to place an order. "Have you got the money to pay for it?" asked the old gentleman. "Not in the bank today, but it's coming in before the bill will be due," was the reply. "That won't do," was the dictum. "I never buy anything unless I have the money to pay for it."

"That has been Mr. Schwinn's rule all his life," said Haynes. "He may have hundreds of thousands on the books, all good accounts, yet he will not buy \$10 worth of material unless he has the actual cash in the bank to pay for it before the order is placed."

If everybody could do business that way and we could always have the cash on the dot, what a lovely world it would be.

Mr. Haynes also told us how Mr. Schwinn, with his characteristic thoroughness, turned the entire factory over to the Government during the war, for the manufacture of aircraft and machine gun parts, and invested the money the government paid for the work, and a whole lot more, in Liberty bonds. The manufacture of Excelsior and Henderson motorcycles was practically suspended during this period. Some experimental work was done but that was about all.

While we were talking Frank Schwinn came in from a morning trip through the factory and slipped into the swivel chair back of his desk in his office at the other end of the hall. I saw him light a cigarette and figured he has as much time to gossip with us then as he ever would have, and suggested that we give Haynes a chance to take care of some of those orders he had been showing us in his morning's mail, and go in and call on the vice-president and general manager.

Frank Schwinn is just as thorough as his father, but not quite so conservative. It's the spirit of the younger generation

GID HAYNES, Sales Manager for the Excelsior Motor Manufacturing & Supply Company, dates his connection with the cycle industry back to 1879, for it was in that year that he had his first ride on one of the old time high wheels. In 1882 he made his first venture as a manufacturer, by sending to Thomas Smith of Birmingham, Eng., for the material with which to build twelve high wheels. He built them on the side, being regularly employed by William Reid & Sons, in charge of the gun department of their Boston store. When Haynes got the wheels built he induced Reid to put them in the store and sell them at \$125 each. In 1884 Haynes formed a partnership with W. S. Bull and they went into business in Buffalo, N. Y., under the firm name of Bull & Haynes, sell-

ing the Columbia. Later the firm disbanded, and Haynes went on the road



for Everett & Co. of Boston, American distributors for Singer Co. of Coventry, England. His first connection with the motorcycle was as Indian and Merkel distributor in California in 1901-02. Later in 1902 he went on the road for the Excelsior Co. of Chicago, which made a motorcycle called the Triumph. It was built up of Thor parts. Mr. Robey of the Excelsior Co. saw a big future ahead for the motorcycle and employed George Meisner to develop the Excelsior, which was brought out in 1907. In 1911 the company was in financial difficulties and was purchased by Ignaz Schwinn. Mr. Haynes, who was the only traveling man left on the Excelsior staff at the time, has remained with the organization under Mr. Schwinn ever since.



Ralph W. Enos, assistant sales manager for the Excelsior Motor Manufacturing and Supply Co.

to want to travel just a little bit faster than Dad did. Indeed, Frank was riding a motorcycle while his father was still confining all his energies to making bicycles, but he'll never outgrow the influence of his father's inflexible rule that no matter how fast you want to travel you must be sure you are right before you start. Then

go as fast as you can. Consequently, there is not such a rush about starting something new at the Excelsior factory, but, oh, boy! when they do start how they go! As witness the recent pace set by the new De Luxe Henderson.

We found Frank very enthusiastic over the new M. & A. T. A. insurance plan. As chairman of the committee that arranged the details with the insurance companies and finally put the completed plan into operation, under the supervision of General Manager A. B. Coffman, much of the credit belongs to Schwinn, though he modestly disclaims it. The National Cycle Dealer's Association is another movement that has his hearty approval and cooperation. He holds that it is just as important for the dealers to have an efficient organization as it is for the manufacturers to be organized. In fact, any constructive cooperative movement in the industry can depend on Frank Schwinn for a helping hand.

It was nearly noon before President Ignaz Schwinn arrived at the factory, so "F. M." suggested that lunch was in order. He said he wanted to fortify himself for a trip through the factory, and as he had gotten a pretty good view of the outside, he knew it was going to be some trip. He was right. It was. For after lunch they not only took him



Wesley G. Paulson, advertising manager for the Excelsior Motor Manufacturing and Supply Co.

through the motorcycle factory but, to make it good, took him through the Arnold-Schwinn & Co. bicycle factory as well. When he got back to the hotel he declared that one factory a day was going to be the limit for the rest of the trip.

(To be continued)

N. Y. Police Ask *for* More Motorcycles

Commissioner Enright Plans to Add 300 Motorcycle Patrolmen to Night Force - One Motor Cop Equal to Several On Foot

THE undoubted success of the motorcycle night patrol system recently inaugurated by Commissioner Enright has prompted the commissioner to prepare a request to the Board of Aldermen for \$100,000 for additional motor equipment. It is planned to place at least 300 additional motorcycles, to be manned by uniformed policemen, on night patrol in the city.

The functioning of the system of motor patrol has established that the use of motorcycles has practically increased the membership of the Police Department. A motorcycle, moving slowly enough to enable its police occupant to take observations of conditions on the streets can cover more ground than several policemen moving on foot. In territory where police protection is particularly required motorcycle patrol can be utilized so as to keep all parts of such territory under practically constant police surveillance.

Another point in favor of the motorcycle is its flexibility and speed in movement. A policeman on a motorcycle can

catch any automobile moving in city streets. He can speedily overhaul any fugitive on foot.

CYCLE EQUIPMENT FOR PHILADELPHIA

A COMPLETE force of motorcycle bandit chasers for every police station in Philadelphia and an appropriation for bicycles with which to equip policemen in outlying sections was virtually promised by leaders in the City Council to James T. Cortelyou, Director of the Department of Public Safety, at a recent session of the Council's Public Safety Committee. Councilman Charles B. Hall urged the use of motorcycles with sidecars in completing equipping the police stations of the city. He said:

"Policemen on horseback in the city's outlying sections are a thing of the past. Motorcycle equipment will permit each man to do five or six times as much work and to do it more efficiently. Moreover, the motorcycle sidecars stationed for emergency use at each police station can

be sent at a tremendous rate of speed to any part of the police district and will arrive within a few minutes after an alarm is received."

Then Councilman Hall urged the use of bicycles and Mr. Cortelyou said New York had recently ordered 1,100.

"I believe bicycles should be in quite general use by the police in this city," said Hall, and other members joining in the discussion apparently agreed with him.

"I suggest that you bring in a complete estimate to the Council showing the number of motorcycles with sidecars required to equip every police station and a report as well on the bicycles which should be provided," said Councilman Pommer.

RACE FOR ATLANTIC CITY

C. A. Van Doren, the Atlantic City dealer, is to promote a 25-mile road race at Atlantic City for the Atlantic City wheelmen on Tuesday, May 30. The Cycle Trades of America is assisting.

M. & A. T. A. BULLETIN

By A. B. COFFMAN, Chairman Competition Committee

THE Gypsy Tour to Pismo Beach, California, is well under way. Tennant Lee is giving a lot of his time to the tour and is ably assisted by one Tommy Butler and numerous others and a whale of a Gypsy Tour is in sight. Here is the tourmaster lineup so far as received from Mr. Lee in the order of their receipt at this office:

Allen B. Monks, in charge for Southern California Tours.

Frankie Clark, Los Angeles Motorcycle Club.

E. D. Maltby, Long Beach.

Ernest Roux, Kern County Motorcycle Club.

C. A. Lewis, Oakland Motorcycle Club.

Dave Crommie, San Francisco Motorcycle Club.

George L. Faulders, Sacramento Motorcycle Club.

E. F. Rose, Oakland Arrow Motorcycle Club.

Claude Salmon, Fresno Motorcycle Club.

E. C. Bozeman, Madera Motorcycle Club.

Harold G. Hunt, San Jose Motorcycle Club.

O. L. Baker, Santa Maria Motorcycle Club.

J. C. Cameron, Service Motorcycle Club.

W. Denzie Klippel, Imperial Valley.

Ernest Paginini, Santa Cruz.

R. M. Gault, Salinas.

C. E. Oberg, Golden Gate Motorcycle Club.

B. F. Nelligan, Riverside County Motorcycle Club.

There are more to follow. This is some co-operation and it means that every rider and dealer on the tour will have the time of his life and I believe make it an annual affair. J. B. Maurice, an expert hotel man of the Hotel Oakland, will go to Pismo Beach in advance of the arrival of the Gypsy Tour to help the Inn and Tent City people handle the riders as they arrive and avoid any confusion. All tourmasters are requested to either write or wire Mr. Maurice, at the Inn, Pismo Beach, the night before the tour starts, telling the number of riders in their respective tours. There will be some good times and no mistake.

The Bay Ridge Motorcycle Club of Brooklyn, N. Y., has registered with the M. & A. T. A. and their number is 143. Officers for 1922 are Chas Bouthill, president; Thomas Nelson, secretary, and Edward Harper, referee. The club meets every Tuesday night. Their membership is 50 at this time and a campaign is on to make it 100 by July 1. They recently toured to Philadelphia and were nicely entertained by the Philadelphia riders. The trip was enjoyed very much

and a return date by the Philadelphia riders is soon to take place.

Racing men who I believe will ride this season, in addition to the previous list published, are Hugh Murray, Care of Cadillac Company, Fourteenth street and Broadway, Denver, Colo.; M. L. Frederics, 1201 Broadway, Denver, Colo., and Walter Higley, Longmont, Colo.

William Freeman, Indian traveler for Michigan, has been appointed M. & A. T. A. referee for the state. Mr. Freeman has long been a M. & A. T. A. worker, realizing its many benefits to the dealer and rider, and now will look after competition matters as well as promoting the Gypsy tours and other activities that take the riders on the road. Mr. Freeman's present headquarters are 1229 S. Wabash avenue, Chicago.

Sanctions Issued

ENDURANCE RUNS

May 13 and 14—Crotona Motorcycle Club, New York, N. Y. Sanction 589. (No route given.)

May 27-28—New Jersey Motorcycle Club, Newark, N. J. Sanction 618.

May 28—Maryland Motorcycle Club, Baltimore, Md. Sanction 598. (Baltimore, Annapolis, Gaithersburg, Frederick, Westminster, Bel Air, Baltimore.)

May 30—Triangle Motorcycle Club, Du Bois, Pa. Sanction 599. (Route—Du Bois to Jamestown, N. Y., to Olean, N. Y., to Du Bois.)

July 15—Du Bois Motorcycle Club, Du Bois, Pa. Sanction 613. (Route—Du Bois, Curwensville, Clearfield, Phillipsburgh, Port Matilda, Belfonte, Lock Haven and Du Bois.)

July 15 and 16—South Hills Motorcycle Club, Pittsburgh, Pa. Sanction 610. (Route—Pittsburgh to Baltimore, Md., and return. Go over Lincoln Highway return over National Pike.)

SECTIONAL ENDURANCE RUNS

June 3 and 4—Middle Atlantic Sectional, Syracuse Motorcycle Club, Syracuse, N. Y. Sanction 588. (Route not given.)

SECTIONAL HILL CLIMBS

June 25—Middle Atlantic Sectional, Rochester Motorcycle Club, Egypt, N. Y. Sanction 608.

June 18—South Pacific Sectional—Golden Gate Motorcycle Club, San Francisco, Cal. Sanction 607.

HILL CLIMB

June 18—Leo N. Herrick, Rochester, Minn. Sanction 622.

June 18—Rose City Motorcycle Club, Seattle, Wash. Sanction 623.

June 18—Tri-States Athletic and Motorcycle Club, Triple City Motorcycle Club, Martin's Creek, Pa. Sanction 617.

PRIVATE OWNERS SECRET DEST. RUN

May 17—Camden Motorcycle Club, Inc., Camden, N. J. Sanction 619.

RACE MEET

May 14—California Association, Highway Patrolmen, San Francisco, Cal. Sanction 624.

May 28-30—E. F. Wegner, Springbrook Park, So. Bend, Ind. Sanction 625.

May 20—Indian Motorcycle Co., Atlanta, Ga. 30.50 ten-mile solo and 61. five-mile sidecar championship. Sanction 621.

May 30—J. F. Kunce & Son, Loveland, Colo. Sanction 614.

May 30—Southern Motor Racing Association, Baltimore, Mr. Sanction 620.

FORT WAYNE RESULTS

AN unofficial report on the result of the East North Central Sectional Endurance run, promoted by the Fort Wayne Motorcycle Club, the course being from Fort Wayne to Toledo and re-

turn, gives first place in both the solo and sidecar classes to Ace riders. Sidecar honors go to Beach Parks, who drove an Ace with National sidecar. His score was 1000 on regular and 996 on consistency. William Mayer, Ace solo, is given highest score in that class, 1000 regular and 999 on consistency. It will be several days before the official score is announced.

BAKER TURNS TURTLE

CANNONBALL" BAKER, who turned three somersaults with his sidecar outfit near Goffs, Cal., a week ago, was sufficiently recovered from his injuries to leave Goffs, per Pullman, for Indianapolis, last Saturday. The doctor says the broken ribs and collarbone will heal rapidly and Baker says as soon as he is able he will make another try for the transcontinental record with his Ace outfit. The machine has been shipped back to the factory.

Just what caused the accident in unknown. Baker was traveling on good open road at about 55 miles an hour when he began to turn cartwheels. Roy Artley, who had planned to accompany Baker as far as Needles, Cal., was close behind and quickly rendered first aid.

Goffs, where the accident occurred, is about 260 miles east of Los Angeles. Baker left Los Angeles at midnight May 2 and the smashup came Wednesday morning. He planned to reach Albuquerque, N. M., which is 1,000 miles from Los Angeles, in 50 hours.

The following statement from the Ace organization offers the only explanation for Baker's flip-flop that anyone has been able to figure out:

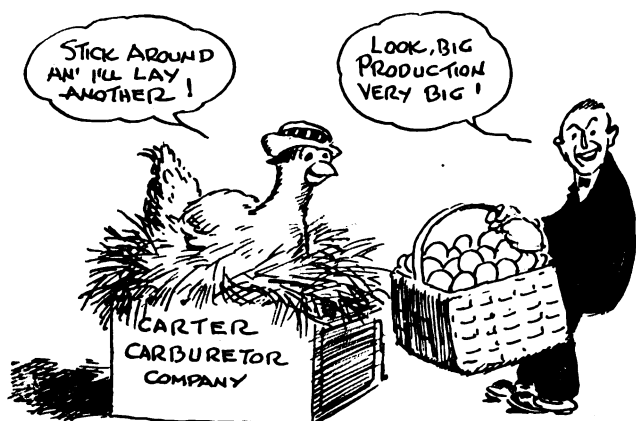
"Commenting on the occurrence, Chief Engineer W. F. Henderson said that it is possible Baker opened up a bit too much on a stretch of bad road and capsized when the front wheel hit a particularly deep hole. He ran into tire trouble early in the game and had to make five stops for punctures before the spill occurred, but in spite of these delays he had averaged 27 miles an hour up to that time.

"The news of the mishap naturally produced keen disappointment at the Ace factory, though the feeling was counterbalanced by the pleasure of learning that Baker's injuries were not dangerous. We are sorry it happened. Prospects looked fine for Baker to hang up a splendid record for sidecar outfits, but now that it is over we will be delighted if he recovers rapidly so there are no worse results than the smashing of a motorcycle."

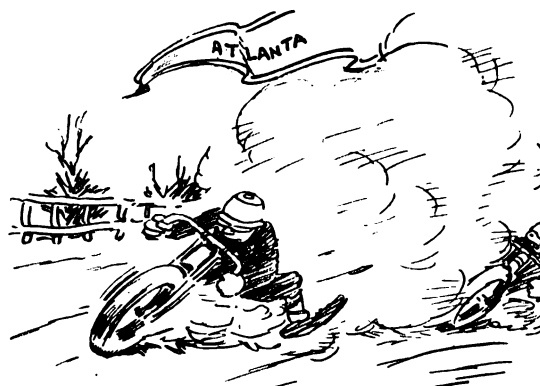
80 PER IN HILL CLIMB

THE international hill climb staged at Brussels, Belgium, May 7, was won by Jules Teymens, on an Excelsior pocket valve machine. The hill was a 14 per cent grade and a speed of 80 miles an hour was attained.

WEEKLY WHIRL of WHEELS



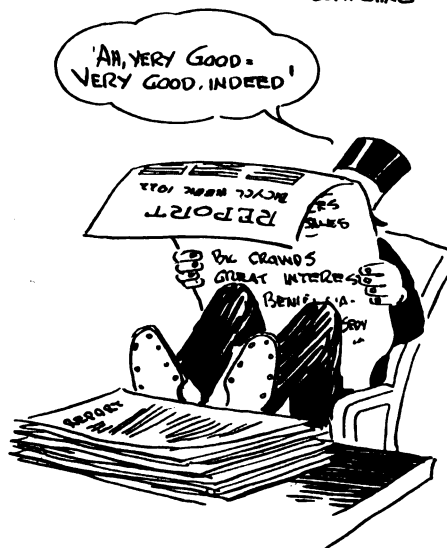
CARTER CARBURETOR CO. OF ST. LOUIS ANNOUNCES REORGANIZATION, GREATLY INCREASED PRODUCTION AND AN AGGRESSIVE NATIONAL SALES CAMPAIGN



ATLANTA, GA. WILL STAGE FIRST NATIONAL CHAMPIONSHIP MOTOR-CYCLE RACE MEET OF 1922 ON MAY 20 WITH MANY NATIONAL STARS COMPETING



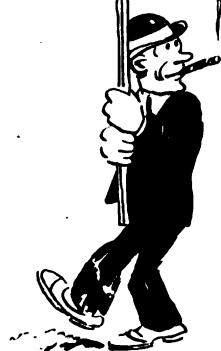
HAVE YOU MADE A DATE WITH YOUR GIRL FOR THE NATIONAL GYPSY TOUR? IT'S ONLY A FEW WEEKS AHEAD - BETTER GET BUSY



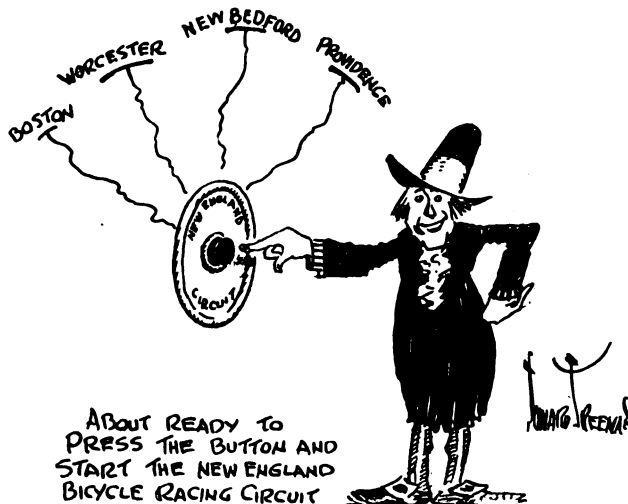
CYCLE TRADES OF AMERICA RECEIVES MANY REPORTS OF THE SUCCESS OF NATIONAL BICYCLE WEEK

CENTURY ROAD CLUBS ASSOCIATION
25-MILE ROAD RACE
OCEAN PARKWAY
MAY 14

EMPIRE CITY WHEELMEN'S
25-MILE
ROAD RACE
OCEAN PARKWAY
DECORATION DAY



BIG STUFF FOR THE AMATEUR RACING BOYS AROUND NEW YORK



ABOUT READY TO PRESS THE BUTTON AND START THE NEW ENGLAND BICYCLE RACING CIRCUIT

N. C. D. A. Bulletin

No. 10

IN a recent trade paper, somebody takes a crack at the N. C. D. A. for not starting agitation for the "white line of safety" for bicycle riders. It is indeed encouraging to hear from some member or friend of the N. C. D. A., even if the comments are intended as a rap on the knuckles, for there has been too much of the "let George do it" spirit in the organization. If the N. C. D. A. is ever to get anywhere, the work cannot be left to one man, or a dozen for that matter. All the bicycle and motorcycle dealers of the country must take a hand in it if it is ever to accomplish the real purpose for which it was organized.

In the good old bicycle days, the cycle paths did much to encourage bicycle riding. Even now in the parks of the principal cities, bridle paths are maintained for the exclusive use of horse owners. Almost anywhere, bicycle riders far outnumber horse fanciers, so the suggestion of a "white line of safety" for bicycle riders, four feet from each curb on certain specified streets and boulevards, seems entirely reasonable.

Undeniably, many parents have not purchased bicycles for their children because of the danger. We might even put it stronger than this and admit that under present conditions there is real danger in turning the youngsters loose on the same streets with automobile traffic. Right here is where the safety line comes in. It establishes a safety zone for bicycle riders and keeps the youngsters from riding all over the street as they are prone to do. It also forces the automobiles to recognize the rights of the bicycle riders.

How are we going to bring it about? It is going to take a lot more than bulletins in the trade papers. It means that each member of the N. C. D. A. must do some work in his own home town. He must start moulding public opinion, and this he can best do by visiting local papers and getting them to agitate for the "white line of safety." He can circulate petitions, see Council members and other city officials. After discussing the matter with his city officials he can get ideas as to the most effective way for the N. C. D. A. to function in bringing about the universal "white line of safety."

Decide what streets should be requested to be so marked, but do not make the mistake of asking for too many. Get permission of the principals of public schools to canvass the different grades for the signatures of school children. Get every person who rides a bicycle and comes to your store to sign the petition.

Our critic erroneously assumes that the N. C. D. A. is a one-man association,

EASY MONEY

What's the Best Idea
You Have Used in
YOUR BUSINESS
in the Past Year?

WHY
AND
HOW

Tell us about it.

\$25 for the best letter.

\$15 for the second best.

whereas it is of the dealers and for the dealers, and it can only succeed and grow as the dealers themselves get together and put their shoulders to the wheel.

A month or so after starting with the petitions, it is suggested that a parade be organized from some point to the City Hall for the purpose of presenting the petitions and signatures to the mayor. Every available bicyclist should be induced to be in line and it should be possible to arrange for police escorts through traffic. The newspapers are glad to get material of this kind and probably will make first-page news of it.

In conclusion, the writer of these bulletins desires to thank the unknown critic and hopes that further action will be taken by the officers and members of the N. C. D. A. along the lines suggested. Dealer members, let's hear what you have to say.

The goods that stay on your shelves cost you money. Why?

Here is the reason: Money employed in your business should be considered as borrowed money. It should earn its keep. If you invest \$100.00 in stock which remains on your shelves a year, it has cost you, at 6 per cent, \$6.00. Figuring along the same line, if the goods remain on your shelves only one month, the cost has been but 50 cents. If they are there only half a month the cost is only 25 cents for the whole \$100 worth of goods.

That's why some small stores with but

little money invested make big profits. The secret is in turning over the money. This movement of goods onto the shelves and off again is known as turnover. If you buy an article for \$1.00 and sell it for \$1.50, the dollar has earned half of itself, or 50 per cent. on the investment. If the dollar is tied up for twelve months, if it gives turnover but once a year, the dollar earns only 50 cents a year. The greater the volume of business in proportion to the money invested, the greater is the profit on the capital in the enterprise.

To get rapid turnover, (1) carefully select goods which will move quickly. Obviously, you can buy larger stocks of these than of goods which move slowly; (2) study ways and means of turning your stock into cash; (3) keep a record of your stock, find what moves and what doesn't and push the goods that do move fast enough. If there are slow-moving articles which you must carry, keep stocks of these goods at a minimum. Do not tie your money up in "shelf hogs"; (4) when you find some article that moves rapidly in your territory, push it hard. Buy often in fair quantities and see how often you can turn it over in a month. (5) Check your stock once a week if possible to see how many articles have been sold during the preceeding seven days. (6) Don't assume that an article should not be stocked simply because you haven't sold any within a week. Maybe you haven't pushed that particular article. Many articles that will sell if they are pushed will lie on the shelf indefinitely if no sales effort is made. Be sure there is no possibility of sale before you condemn the merchandise.

Every time an article of your stock moves, you have added to the profits of your business. Remember that the profit on a dozen articles does not come until after you have sold the last four—the first eight merely pay expenses. Most important of all suggestions is—

ASK 'EM TO BUY. IT GIVES TURNOVER AND PROFITS.

A BAD CASE OF ASTIGMATISM

THERE is a big difference between a two-cylinder Excelsior motor, cycle and a four-cylinder De Luxe Henderson motorcycle. They don't look at all alike but that didn't prevent the proof-reader letting a cut of the Henderson slip into the Excelsior advertisement in the May 4 issue of *MOTORCYCLE AND BICYCLE ILLUSTRATED*. To make it worse the advertisement called attention to the Kushion Sprocket which is a feature of the Excelsior and which of course is not needed on a four-cylinder motor.

Air Resistance of Sidecars

By D. R. Hobart

WITH the increasing demand for the middleweight motorcycle there have come numerous inquiries as to the suitability of the ordinary sidecar for attaching to such machines. Many inquirers have been told that the big sidecars would not be suitable by reason of their weight, yet there are a number of cases the writer has seen in which heavy sidecars are being used satisfactorily with 5 horsepower twin mounts. That this is so is due to the reduction of air resistance on the sidecar body by using a "fish-shaped" or fuselage form.

The resistance of the air is the biggest cause of power consumption in propelling any vehicle on the road. At ordinary speeds about 65 per cent. of the power of an automobile is consumed pushing it through the air and this figure does not allow for wind or other air currents. At 40 miles per hour with an ordinary solo rider sitting upright in the saddle, the horsepower required to push the motorcycle through the air is about four in still air. When we add a side structure, we add more surface for the air to act on, and more power is consequently needed. The big twin always has the extra power, but the middleweight may only have it on a calm day.

Two Types Contrasted

At the present time, the only figures available on air resistance on sidecars are those of M. Louis Vannod, of Paris, France, and unfortunately, he treats of only two types: the U. S. Army (used in the A. E. F.) and the L. V. These cars actually are extremes in construction, the U. S. Army car being for carrying capacity and comfort without the slightest regard for "streamlining," while the French L. V. is a scientific adaptation of the fuselage of a pursuit plane, with air resistance at a minimum. The factor of comfort is of course taken care of by suitable arrangement of the cushions, etc.

The forms of the two sidecar bodies are shown in the accompanying drawing, as well as a cross-section of each at its widest part. The cross-section of the L. V. is an ovoid with a slight flattening on the bottom, which section has been found to be most satisfactory for air-

plane work. The U. S. Army sidecar, on the other hand, is a series of planes varying from the elliptical top and sloping sided figure shown in the cross-section to part of a cone placed base upwards (the back of the car). The seat itself projects above the top line of the car-sides and forms a broad surface in addi-

Standard motor develops $12\frac{3}{4}$ h. p. at that road speed, so there will be ample power for all emergencies. On the other hand, if we should attempt to drive a 5 h. p. twin sidecar outfit at the same speed, the motor would develop about 7 h. p.; there would be the same air resistance as the big twin (consuming 4 h. p.) and the

Army sidecar body would consume 1.96 h. p. Thus, the unfortunate 5 h. p. twin would have less than one horsepower to spare for head winds, and would be overdriven.

It may sound strange that a sidecarist with a middleweight should wish to drive at 35 miles per hour or better, but many of them do so. To get something more than a boulevard jaunt, the sidecar body for the middleweight must

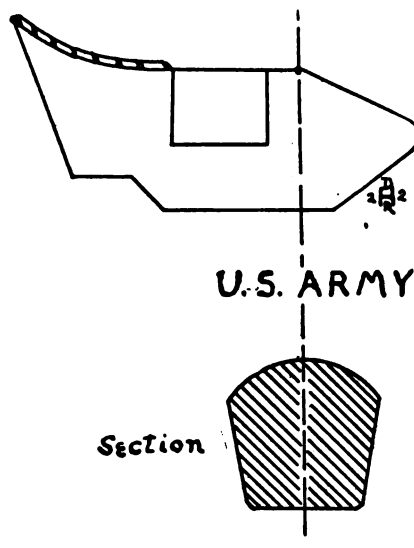
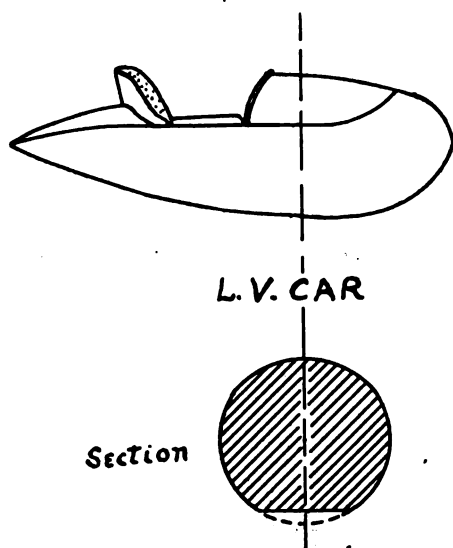
be designed to reduce air-resistance to a minimum, and with a body like the L. V. this would seem to be done. Using the L. V. body, the middleweight would have nearly 3 horsepower for wind and other added resistance, and if in fine condition, would not be overdriven.

The figures given for the higher speeds of $49\frac{3}{4}$ and $74\frac{1}{2}$ miles per hour are interesting in demonstrating the reasons why track machines using stock sidecars are inferior in speed to those using special racing bodies. There is too much air resistance on the surface of the stock sidecars.

CUTTING BRASS AND COPPER TUBES

Cutting brass or copper tubing with a hacksaw will be easier if two saw blades are used in the frame, one with the teeth pointing toward the handle and the other mounted in the usual way. The blades will thus cut on both back and forward strokes, one blade dragging on each stroke and preventing the other blade bedding and tearing, or cutting too deep.

The nuts on the sidecar connection pins of the Indian sidecar will interchange with the driving shaft nut on Powerplus models.



tion to the lower body to increase air resistance.

Power Consumed

Engineer Vannod made experiments with the two forms of sidecar body, at 60 kilometres ($37\frac{1}{2}$ miles), 80 kilometres ($7\frac{1}{4}$ miles) per hour. The results were in terms of horsepower: At $37\frac{1}{4}$ miles, .32 of a horsepower was needed to overcome air resistance on the L. V. and 1.96 horsepower for the U. S. Army car. At $49\frac{1}{2}$ miles per hour, the L. V. needed practically $\frac{3}{4}$ of a horsepower, while the Army car needed 4.64 h. p. And at $74\frac{1}{2}$ miles per hour, the L. V. expended $1\frac{1}{2}$ h. p. and the Army car 8.93 h. p.

On the other hand, at speeds of less than 40 kilometres (25 miles) per hour, the form of the body made very little difference, provided there are ample reserve of power in the motor. The most important figures for the American sidecarist are those at 60 kilometres ($37\frac{1}{4}$ m. p. h.) as it is near that speed that most driving is done on the open road.

Middleweight Overdriven

At $37\frac{1}{4}$ miles per hour, with a big twin such as the Reading Standard, it will take about 4 h. p. to push the machine and side car frame through the air, and with the Army sidecar body consuming 1.96 h. p. a total of say 6 horsepower is consumed. The big Reading



The home of the Carter Carburetor

THE American Car & Foundry Company has taken over the Carter Carburetor Company plant at 2840 N. Spring avenue, St. Louis, and is manufacturing the same line of carburetors for motorcycles and automobiles which was formerly turned out by the Carter Carburetor Company. Sales and service are being handled by a separate company, known as the Carter Carburetor Corporation, with headquarters at the factory. The announcement that the Carter Carburetor Company has been reorganized on a bigger, broader basis than ever before, is of unusual interest to manufacturers, dealers and riders. The increased facilities for Carter carburetor production, distribution and service will benefit all factors in the motorcycle industry. Hugh H. C. Weed, who was in charge of the old company, will also be general manager of the Carter Carburetor Corp. Mr. Weed has held the old Carter Carburetor Company organization practically intact. G. M. Bicknell will be chief engineer with headquarters at the factory. R. H. Herron will be field engineer and will handle experimental work on motorcycle carburetors and tests at the motorcycle factories. H. S. Staton will be sales manager. C. E. Burg will represent the company on the east coast and V. J. Lowenstein will handle the middle west. At the present time there is no representative for the Pacific Coast region, but Mr. Staton will make a trip to the Pacific coast within the next thirty days and will arrange for representation before he returns.

The Carter carburetor, itself, has made many friends as have also the representatives of the company. The new organization will strive to retain the laurels won by the Carter carburetor in motorcycle

competition during 1921 and will also be looking for new conquests.

It will be recalled that the Carter carburetor created quite a sensation at all the hill climbs in 1921 and was used by many of the winners of these hill climbs. The new company has started off along the same lines by winning first place in the 61" expert event and first place in the 37" expert event at Capistrano this year. Floyd Clymer, the only man to go over the top at Capistrano this year, used a Carter carburetor. The Carter carburetor was also used by the winners of all events at the Worcester Hill Climb this year.

Mr. Weed states that the company already has some very substantial business on the books and that the prospects are very favorable for having the factory loaded to capacity before the end of the present season. The capacity of the plant at 2840 N. Spring avenue, St. Louis, is about 25,000 carburetors per month, but the production facilities of the present organization are practically unlimited because of the vast manufacturing organization of the American Car & Foundry Co.

The increased buying power and the approved manufacturing facilities of the new concern have made a substantial reduction in the cost of manufacturing the Carter carburetor and the benefit of this reduction is being passed on to the motorcycle trade in the form of reduced prices on Carter motorcycle carburetors and parts. All carburetors for the Harley-Davidson 61", Indian Scout and Indian Small Valve Powerplus motors, which formerly sold for \$15 will now be sold for \$11. Carburetors for the Excelsior 61" and 74" motors, Harley-Davidson 74" motors, Indian Chief, Indian Big Valve 61" and 72" motors and Reading Stan-

Carter Comes

Company Reorganized, Plant and Foundry Co., and Plans Am and Special Service to

dard, which formerly sold for \$17, will now be sold for \$12. There will be no war tax added to the above prices. There will also be a reduction of approximately 33 1/3 per cent. on all parts for Carter carburetors. A new parts' price list is now being prepared and will be furnished to riders or dealers on request.

Sales Manager Staton announces that the policy of doing business exclusively through the legitimate jobbing houses has proven so successful with the old company that it will be continued with the new organization. He states that this policy has many advantages for the motorcycle dealer, particularly on the present market. Every one in the motorcycle trade has been talking to the dealer about small investment, small profits and quick turnover as the key to successful retail business. The Carter Company feels that its policy of doing business through the jobbing houses makes all of these things possible for the dealers. There is a jobber carrying a complete stock of Carter carburetors located within easy distance of any motorcycle dealer in the country. This means that the dealer does not have to carry a large stock and keep a lot of money tied up in Carter carburetors. He may order them two or three at a time and get them overnight from his jobber. This means that a substantial quantity of Carter carburetor business may be handled by a dealer on an extremely small investment. This would be impossible if the dealers were to do business direct with the factory, because that would make it necessary for dealers to carry a substantial stock on account of the length of time it would take them to get material from the factory. In order to make this feature even more effective than it has been in the past, the Carter Company has cut out the quantity proposition to dealers entirely and now has only one price to dealers regardless of the quantity purchase. It has also put into effect a new service station plan, for dealers who are equipped to handle service on Carter carburetors. This service station plan does not call for any large investment on the part of the dealer and it gives him an extra discount on carburetors and parts, regardless of the quantity that he may purchase. Service station contracts are now in the hands of representatives of the Carter Carburetor Corporation and jobbers who are handling Carter carburetors. Dealers may obtain full information concerning this service station plan by writing to their jobber or to the Carter Carburetor Corporation at St. Louis, Mo.

Back Strong

Taken Over By American Car
unched for Volume Production
dealer and Rider

E. L. Walker is to be service manager for the new organization. He has spent a number of years with the Carter Carburetor Company as foreman of the final test and chief inspector and he is therefore well qualified to administer service on Carter carburetors. Mr. Walker states that carburetors sent into the factory for repair will be handled with speed and thoroughness as a result of new provisions made to expedite that service. He also announces a new policy covering the exchange of worn out Carter motorcycle carburetors for rebuilt carburetors of the same models at a special price of \$2, plus postage and war tax. This means that any rider having an old Carter carburetor which is worn out, may send it in to the Carter factory and a rebuilt carburetor of the same model will be sent out to him the same day as his old carburetor is received at a price of \$2 plus postage and war tax. Mr. Walker feels that this plan will be a wonderful service feature for riders and dealers. Of course, in order to get this special price, the carburetor that is returned must be complete with no parts missing and must not be damaged beyond ordinary wear and tear. If parts are missing from the carburetor returned an additional charge will be made for replacing these parts. The rebuilt carburetors sent out on this exchange plan will have been thoroughly overhauled, all worn or broken parts replaced and thoroughly tested on a motor, so that they will function as well as new carburetors. The only difference will be that they will not be re-nicked. This is merely a service proposition and not a money making proposition, so there will be no discount to dealers or jobbers on this exchange plan.

Sales Manager Staton promises an aggressive campaign among the motorcycle factories, dealers and riders and is enthusiastic over the prospects for business in the motorcycle field during 1922. Mr. Burg, Mr. Lowenstein and Mr. Herron are already calling on their friends in the motorcycle trade. Mr. Staton will get out on the road for this purpose as soon as all the details of his 1922 sales and advertising campaign are completed, which will be within two or three weeks. Mr. Staton believes that the way to get business from the motorcycle trade is to get right out with the dealers who are selling and using motorcycles, find out what they need and give it to them. He says, you cannot expect to get this close contact from a swivel chair behind a roltop desk.

The following jobbers are now carrying a complete stock of Carter carburetors

and are prepared to deliver them to dealers immediately at the new reduced prices:

Appeal Manufacturing & Jobbing Co., San Francisco and Los Angeles, Cal.

Baker, Burray & Imbrie, Inc., New York City.

Broadway Cycle Company, Philadelphia, Pa.

Edwards & Crist Co., Chicago, Detroit, Cleveland, New York and Philadelphia.

Hub Cycle Company, Boston, Mass.

Jackson Motor Supply Company, Pittsburgh, Pa.

Pacific Motor Supply Company, San Francisco and Los Angeles, Cal.

Washington Cycle & Supply Co., Tacoma, Wash.



V. J. Lowenstein
Representative
Middle West



H. S. Staton
Sales Manager



C. E. Borg
Eastern Representative



Hugh H. C. Weed
General Manager



G. M. Bicknell
Chief Engineer



E. L. Walker
Service Manager



R. H. Herron
Field Engineer

SWENSON'S ESTATE TO WIDOW

THE will of B. A. Swenson, filed in the probate court at Providence, R. I., was brief and to the point—a great characteristic of Swenson. Outside of small legacies to his children, Eddie A. and Gladys, the entire estate is left to his widow. No administrator of the estate has been named as yet.

John G. Edwards, who has been Mr. Swenson's right-hand man for years, has charge of the store at the present time. What arrangements Mrs. Swenson will make for continuing the business is not yet decided upon. It is believed Mr. Swenson left a large estate.

MOTORCYCLISTS I HAVE MET

By R. B. Parrish

This is the third of a series of short sketches by R. B. Parrish, who in his capacity of pathfinder for the B. F. Goodrich Rubber Company's touring bureau has traveled in every state in the Union, and had many interesting adventures.

I KNEW a fellow down in South Georgia who worked in a store. He used his machine to go to and from his work and occasionally he took the wife and baby to visit with their folks as he went to work in the morning, and would pick them up as he returned in the evening. One Saturday night this chap invited me out to spend the night.

The next day being Sunday, after breakfast he said to me: "Get your rags on, we are going for a ride. I thought it strange he should go away and leave the family behind but didn't say anything. We whizzed around a few dozen corners, going like we were going to the death bed of some one who could not die until we got there.

I said to him, "Why all the mad rush?" To which my friend replied, "There is no rush at all, you fussed around the house dressing long enough to have dressed a dozen old maids, and we are late."

Still, I scratched the knob on my shoulders which is placed there to keep my backbone from unraveling, and wondered. We swerved around a corner and stopped in front of a church. My friend scratched around in the sidecar and said: "Hurry—quick, my music, get out, hand me that testament out of the sidecar pocket. If the thoughts which I was having about this time could have been visible, they would have looked something like this: —"?—?????" —!!!!. He found both his music and his Bible and we entered the church. When we were inside he said: "You sit here until I come back."

I thought to myself, "that bird is good, yes I'll say he is; this is a peach of a trick he is playing on me." My thoughts were that he would go out some place and shoot craps until after church and then come back for me. And about this time I heard some one say: "Let us all unite in singing Hymn No. 420," and looked up and saw my friend leading the choir up in one of these little oval-shaped places that looks like a balcony. He could sing, too. After the services we were on our way back home, where his wife had a fine luncheon. Now this was the first time I had ever met a rider like that. However, since then I have met many more. There are plenty of riders like this boy who are chary of mixing with the grease hounds.

* * *

Two riders out of the ordinary are Richard E. New and Alfred Le Roy. Le Roy, as we all know, has no legs and only one hand, while New has his legs off at the knees but has only one eye. Both of these

boys are just about as game as they make them, and both have toured the United States with motorcycle and sidecar outfits. This, of course, includes crossing the American desert in the West.

I have often heard riders remark that they would like to ride over to the Pacific Coast, but were afraid of the desert part of the journey. If these two boys can make it, why not you, with a full number of good legs, arms and eyes? Both Le Roy and New are somewhat speed bugs and they do turn over occasionally, but don't seem to mind it in the least. Le Roy at one time carried with him a dog, but it came up missing after a turn-over. As for New, he has not room for a dog. He packs a gun so large that it requires an extra compartment, and they do say that Richard draws a wicked bead—even though he has only one eye to do it with. Nevertheless, if the rest of us had a tenth of the sand that these two boys have we would be able to ride a motor across the Atlantic ocean. Why not the Pacific? Aw, shucks, the lobsters are so thick, they would wreck us.

SOME SELLING TONIC

Administered by Dieux Wheeler

A man's backbone should be long enough to keep him from sitting down when he ought to be on his feet going to it, and strong enough to keep him on his feet until he gets there.

Watering the lawn once won't keep it green the rest of the year. Advertising once won't make any noticeable difference in the annual profits.

From his obscure niche in the business world, the non-advertiser states with pompous confidence that "advertising is money thrown away," and at the same time he is wearing a kidney plaster that he saw advertised on the patent side of his home paper. (Non-advertisers always suffer with kidney trouble or weak backbone, or something like that.)



Lloyd Andrews, South Bend, Ind.

FAT SPARKS

By Hy Tension

Contributions to this column will be welcomed. If you think you have a spark that is hot enough to ignite the gas, send it along. Address contributions to Fat Spark Column, *Motorcycle and Bicycle Illustrated*, 912-920 Broadway, New York.

Burns 'Em Up

There is a young lad called "Red." Motorcycling camps in his head. Bathed in gasoline smiles He speeds hundreds of miles We think he will scorch when he's dead.

If the right kind of name leads to business success Westfield, Mass., will be full of Harley-Davidson. Ira S. Rider sells 'em in that town.

This Week's Lesson

"A tip in time may save a fine."

Re-silly-ence

The motorcycle spring, like the reader of *Sexy Stories Magazine*, absorbs shocks.

The Sportsmen in Our Names Club

Chester Fisher
H. Skiff
E. F. Bates
H. C. Huntress
E. B. Chase
Harry Gunn
E. Trapp
Art Bowman

She's My Gal (Four Quarts)

Know your motor, know it well.
Know how many miles per gal.
About a motor I don't know a pile,
But I know nearly all the gals per mile!

The greatest name in the motorcycle industry is the one on the dotted line.

Epitaffy

He lies sleeping here
Name was Hal Hake—
He heard the bell
But had no brake.

The bird that likes to do a fancy skid on the wet pavement for the entertainment and admiration of the on-lookers should parody the once famous song thusly: "I love my life, but oh, you skid!"

Alcoholic Attraction

We rode through the shallow water
I and the moonshiner's daughter.
We hit a big, low sunk rock,
I heard the mocking birds mock
And dreamed of picking pretty flowers
And warbling birds in shady bowers.
That moonshiner's daughter gave me a wicked spill,
But I'll forgive her that because I love her still.

—Percy Pincranium, the Poor Poet.

Bicycle Week a Success

NATIONAL BICYCLE WEEK for 1922 was a big success if the first reports from the various cities can be taken as a criterion. The Cycle Trades of America headquarters at 35 Warren street, New York City, has newspapers by the hundreds which shows the dealers have not been asleep on either advertising or news items.

As reported in last week's issue of *MOTORCYCLE AND BICYCLE ILLUSTRATED* the run staged by the Boston *American* went over big. The photographs of that run, which were received too late for publication last week, show that there was much enthusiasm and many decorated bicycles in line, as well as "antiques" of the vintage of the 80's.

Bicycle Week in Reading, Pa., was more of a success this year than for several seasons past. Rain changed their plans somewhat, but the affair went over great with parade, postponed from Wednesday to Friday, and races on Saturday. All the Reading dealers aided in the conducting of the parade and races and there was much "pep" and enthusiasm among the cycle merchants. Sales were reported great.

York, Pa., put over a great week with show and races. Chillicothe, O., Providence, R. I., and many other points had great affairs. Reports from many of them are not available now, but Executive Secretary McCarthy, of the Cycle Trades of America, says he expects to get out as complete a report as possible next week. Some of the activities follow:

READING GOES OVER BIG

Reading, Pa.—Bicycle Week in Reading was more of a success this year than for several seasons past, although plans had



Miss Geraldine Wyman, of Fitchburg, who won the 42-piece dinner set as first prize in the Boston Evening American third annual social run.

to be changed somewhat on account of rain. The night parade for Wednesday, for instance, had to be changed to Friday, but the bicycle races at Wyomissing, near here, Saturday were marked by perfect weather.

Dealers co-operating in the week's events, held under the auspices of the Reading

Cycle Trades Association, were Gulp Bros., Hettinger Bros., Newhouser and Stierhoff, William Noll, John G. Nuebling, George L. Dengler, William Buel and James Mayo.

The parade on Friday evening, on daylight saving time, was held before dark and crowds lined the streets covered by the riders. The decorations of many wheels were unique and some grotesque effects were achieved by some riders who wanted to get away from mere flag and bunting decorations.

Bert F. Frees and Robert H. Starke were the judges. Sol Culp and George Newhouser were the parade lieutenants and directed the movements of the riders. Numerous prizes were awarded. The oldest rider in line was Cyrus Richardson, a Sinking Spring man, 67 years old. He was awarded a Delta lamp and a subscription to *MOTORCYCLE AND BICYCLE ILLUSTRATED* as prizes. The youngest rider was George Dengler, Jr., son of a well-known dealer, the youngster being only a few years old.

The races on the boulevard at Wyomissing attracted another big crowd, all along the course. The parkway in the middle of the boulevard split the course in two, the riders going up one side and returning down the other. Other traffic was barred and the fine roads were in ideal shape for the contests. The course is half a mile long. For two-mile events the riders went over it twice.

Four regular events and one special were pulled off and all the contestants were boys ranging in age from 12 to 18 years. There were about 30 races, but no entries were necessary and any lad with a bike could contest without advance notice. Summaries:

Half-Mile for Boys up to 16 Years of Age—Won by James Goldren, pair of Federal tires; second, Lester Buckley, Bridgeport, lamp; third, Carl Mountz, handlebar. Time, 1:04½.

One Mile for Boys 14 to 16 Years of Age—Won by Robert Noll, gold watch; second, Horace Burden, Solar gas lamp; third, Frank Varne, pair of pedals. Time, 2:20.

One-Mile Free-for-All—Won by Paul Kerize, stick pin set; second, Hlester Dick, 20th Century lamp; third, Walter Young, chain. Time 2:28½.

Two-Mile Free-for-All—Won by Robert Noll, gold watch; second, Hlester Dick, four-



All prize winners. Boston American run had many prizes and these four cyclists, at left, gathered in part of them. Left to right: Fred I. Perrault, Malden; Charles F. Travis, Brighton; Thomas Holfrey, Newton, 70 years of age; W. S. Peaslee, Cambridge. At the right is Bernard Deuekamp and his old boneshaker with carpet covered iron seat with which he made a great hit



The "Old Timers" in the Boston run

tain pen; third, Paul Kerize, handlebar. Time, 5:11½.
Special Race for Championship—Won by Paul Crummuns.

DEALERS ACTIVE AT PROVIDENCE

Providence, R. I.—Bicycle week in this city was observed as never before. Bicycle dealers have evidently awakened to the advisability of newspaper space, and they used plenty of it. The extent to which they went may be summed up in the fact that on four different days cooperative advertising was used by more than twenty-five firms, which required two pages. Altogether the bicycle men used about ten solid pages in the newspapers during the week. Some of the papers gave them special stories, while one paper paid little attention to the free reader material. The largest advertiser was B. A. Swenson, who never lived to see the advertising in the papers. However, it was said that the week at the B. A. Swenson store was a lively one and a fine business was enjoyed. Every dealer reported that the advertising stimulated their business, but as yet they have not counted up the profits.

Dawson & Co. have looked forward to an extremely good season, and within the past month they received a full carload of bicycles. They handle the Crown, Iver Johnson and Columbia products. The season sees the addition of one new store, this being known as the Norantonio Cycle Company at 128 Atwells avenue. The proprietor is Humbert Norantonio, the well-known Providence professional rider. He will specialize in racing bicycles and "everything the racer needs."

SAN FRANCISCO CELEBRATES

San Francisco, Cal.—National Bicycle Week was celebrated here by the Pacific Motor Supply Company with caps and candy. Open house was kept at the store and it did not take the kids long to tell one another where the caps marked "Yale" fore and aft came from. Within a few hours of the first cap being handed out, it looked as if the original boy had broadcast the news by radio, so great was the rush. The stock of caps finally gave out, but the candy was replenished daily.

The San Francisco offices of the Appeal Manufacturing & Jobbing Company made a display, on the floor of its building, on Market street, of Dayton, Tribune and Rambler bicycles. Charles N. Meyer, of the Appeal, said: "A number of our country dealers are featuring National Bicycle Week with special window displays, and four or

five of them have bought home trainers and are giving prizes for those who can make the best distance, in a given time."

PITTSBURGH HAS BIG MEET

Pittsburgh, Pa.—A big meet for cyclists was run here, at Schenley Oval, on April 29 in connection with National Bicycle Week. Thirty-three riders entered the various events and some good competition was on tap. The meet was under the auspices of the Pittsburgh Press. The races resulted as follows:

Novice—Won by F. T. Oibel; second, Schmoulder; third, Butterfield. Time, 3:17.
One-Mile Sixteen-Year-Old Riders—Won by Harry Stanley; second, F. T. Oibel. Time, 3:02.

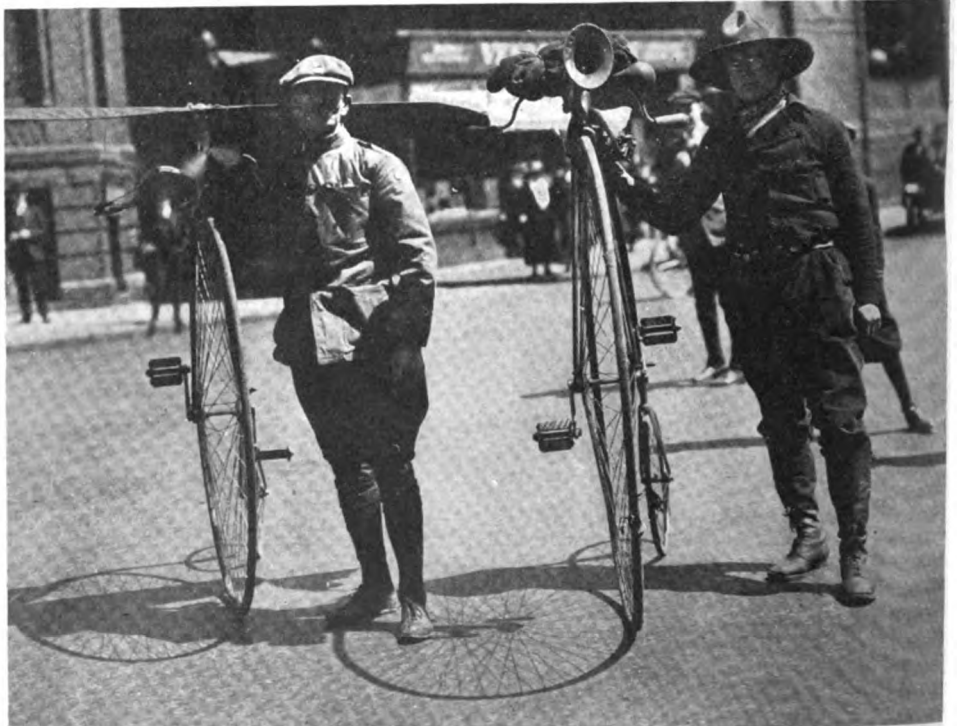
Two-Mile Race—Won by Sollberger; second, McKissick; third, Brinzo; fourth, Schmoulder. Time, 6:12.

Five-Mile Open Handicap—Won by G. Sollberger; second, R. McKissick; third, C. Brinzo. Time, 16:29.

OTTAWA HAS FINE RACE

Ottawa, Ont.—One of the finest bicycle road handicaps ever held for riders of Ottawa, was the annual spring road race on the Merivale course for the Goodyear Trophy as a feature for Bicycle Week on Saturday, May 6, under the auspices of the Capital Bicycle Club. First place winner was a young "dark horse," Lucien Paquette of the Capitals, who enjoyed a 12-minute handicap, while the winner of the time prize, which was the cup, was George Roe, star racer of the Roamer Bicycle Club and last year's city champion. Roe outsprinted the scratch stars in a spectacular finish, just beating out Ray Thompson, Bill Spence and Fred Burgess of the Capital Club. Roe covered the course of slightly less than 14 miles in the exceptional time of 33:14 from scratch. Roe is now the holder of the cup which was captured in previous years by Bill Spence and Fred Burgess. Burgess made a sensational return to form after an absence from the path of a year and he never rode better in his life. He was unfortunate, however, in blowing a tire four miles from the finish. Despite the flat wheel, he maintained his position with the big stars and was only beaten out in the sprint, finishing only four seconds behind Roe. Summaries:

- 1—Lucien Paquette, Capitals, 12 min., 43.13.
- 2—Chas. Moreland, Roamers, 8 min., 39.20.
- 3—Ed. Follows, Roamer, 2½ min., 34.14.
- 4—Gerald LaGrave, Roamer, 2½ min., 34.14.
- 5—Sam Spence, Capitals, 6 min., 38.01.
- 6—C. V. Cattrell, St. Brigids, 8 min., 40.33.
- 7—H. Robertson, unattached, 9 min., 41.39.
- 8—Rene Paquette, St. Brigids, 2½ m., 35.20.
- 9—Wilt. Villeneuve, Roamer, 3 min., 35.52.
- 10—Mike McCarthy, Capitals, 8 min., 40.53.
- 11—R. Mitchell, Capitals, 5 min., 37.54.
- 12—George Roe, Roamers, scratch, 33.14.
- 13—Ray Thompson, Capitals, scratch, 33.16.
- 14—W. J. Spence, Capitals, scratch, 33.16½.
- 15—Fred Burgess, Capitals, scratch, 33.17.
- 16—John Grant, Capitals, 6 min., 39.35.
- 17—Percy Alderton, unatt., 5 min., 38.45.
- 18—Wendell Morris, unatt., 8 min., 42.02.
- 19—Henry LaGrave, Roamer, ½ min., 34.53.
- 20—George Sakell, Roamer, one min., 35.30.



John J. Jones, of Boston, who won first prize in "highboy" class in third annual run in Boston, is at left. George H. Leavitt, of North Hampton, N. H., who traveled 60 miles to attend the run, is at right. George won third prize in perfection in riding the "highboy"

- 21—W. Jones, Jr., Roamer, 14 min., 48.57.
 22—Clif. Taylor, Roamer, 1/2 min., 35.41.
 23—Chas. O'Reilly, St. Brigids, 2 1/4 m., 38.02.
 24—Ken. Scott, Capitals, 5 min., 40.33.
 25—P. Sabourin, Hurdman's Bridge, 6 m., 41.34.
 26—Matt. Bell, unatt., 6 min., 41.35.
 27—Roy Barton, Capitals, 5 min., 40.36.
 28—Sidney Henry, City View, 9 min., 44.50.
 29—Hugh Barnes, Capitals, 4 min., 39.57.
 30—Clifton Wiles, St. Brigids, 6 m., 43.06.
 31—Sylvester Leftly, Roamer, 9 min.
 32—L. Contin, St. Brigids, 5 min.
 33—Karl Waffle, Roamer, one min. (fell).
 34—W. William Burgess, Capitals, 4 min.

Time Prizes—First, George Roe, 33:14; second, Ray Thompson, 33:16; third, Bill



Robert Young, a fast one from Chillicothe, O.

Spence, 33:16 2/5; fourth, Fred Burgess, 33:17; fifth, Ed. Follows, 34:07; sixth, Gerald LaGrave, 34:14; seventh, Henry LaGrave, 34:53; eighth, Rene Paquette, 35:20; ninth, Clif. Taylor, 35:41; tenth, W. Ville-neuve, 35:52.

TALG BOOSTED AS "COMER"

New York City—Owing to the Bronx County Wheelmen members going on a run only, the Point race at ten miles was held Sunday, May 7, over the Pelham Parkway course. Several new members competed from the limit mark of two minutes, one of whom, H. Talg, won the race, breaking away from the other limit men, and rode the race practically alone, the back markers gaining very little. This man Talg looks like a "comer." The race finally resulted in a battle between the scratch and 30-second men, and the final dash to the tape showed the finish:

Pos.	Rider	Hdep.
1—	H. Talg	2:00
2—	J. Kohn	Scratch
3—	F. Osterhammel	Scratch
4—	A. Riddett	30 Seconds
5—	F. Fay	30 Seconds

CHILLICOTHE HAS A RACE

Chillicothe, Ohio—Glynn and Ralph Ross ran one-two in the ten-mile race held here on Sunday, April 30, as an opener for the local National Bicycle Week celebration. Virgil Maul, Clyde Dixon, Robert Young, Maurice Jefferson, M. Targee, Ed. Young and M. Jefferson also finished.

YOUNGSTER BREAKS A RECORD

Mesa, Ariz.—Sid Newman, a 15-year-old Phoenix high school lad, won the Phoenix to Mesa road race on April 29. He did the course in 39:03. Emile Lyall was second in 39:52, while Leon Yates took third in 40:28. Newman broke the record made last



Dorothy Moody, of Lynn, one of the knicker-clad "cuties" in the Boston run

year by Ed Hart by 5 minutes and 17 seconds. Others to finish and their time follow:

Fourth, Marshall Walton, 40:52; fifth, Garland Smathers, 40:53; sixth, Gus Rorex, 41:55; seventh, Clinton McAfee; eighth, Frank Smith, 42:15; ninth, Oscar Fink, 42:43; tenth, Warren Stone, 42:55.

FIVE RACES AT KNOXVILLE

Knoxville, Tenn.—Five races, four speed and one slow, were run here on May 2 in connection with National Bicycle Week. LeRoy Kidd beat Edward Coker in the race at a mile for lads under 16 years of age. The time was 3:04. Buford Williams, Eugene Collins and Howard Dunsmore was the order of the first three in the race for lads over 16.

Thomas Brown proved to be the best colored boy in the three-mile race for that



Glynn Ross, winner of Chillicothe, O., race

class, Tommy beating out Herbert Beasley and Robert Laudeback in 9:53. Lawrence Flannagan won a five-mile race for riders with Johnson motor wheels.



Snapped during the Boys' Parade at Newark, N. J., Saturday, May 6. Upper, Boy Scouts on bicycles. Lower center, Carl Bush, Newark Harley-Davidson dealer, and two other Rotarians, who acted as officials. Lower left and right, other cycling units

ON THE BELL LAP

Live Comment on Current Cycle Happenings

By Walter A. Bardgett

FATHER TIME was a visitor at the Newark Velodrome last Sunday and he took a couple of hard looks at some of the riders. That's one lad you cannot dodge.

Age has certainly told on Frank L. Kramer, the champion. In a match race with Willie Spencer at the Newark Velodrome last Sunday, Frank won the first heat in fine style, but the "Old Master" could not repeat in the second and third heats and was beaten. "Youth must be served" is the way the old slogan runs.

Victor Breyer, the N. C. A. representative in Europe, writes to say that the new Velodrome Buffalo will be finished in time to open up early in September and run until late in October. If any first class American sprinters should like to take a trip to Paris about that time they might get in touch with Victor Breyer at 13 Rue Faubourg-Montemarte, Paris.

The trials and troubles of a club that wants to conduct cycle races are many and varied. The New Century Wheelmen, of San Francisco, want to run some races in Golden Gate Park on Decoration Day. Part of the park, the Stadium, where they want to run the races is being used for a sheep run and the riders want the Park Commissioners to shoo the mutton-chop fodder away from there and let the races, like music, go on unconfined. In case they cannot get the Stadium they want the commissioners to let them use the horse track. Good luck to 'em.

Jules Miquel, the French paced rider, arrived in this country last week for his season on the American paced tracks. Victor Linart, the world's champion, was due to leave Europe on May 6. In Linart's last race in Paris on Sunday, April 23, Linart won the "Darragon Prize," a 100-kilometer motor-paced race at the Parc des Princes Velodrome, Paris. Linart covered the 62.13 miles in 1:26:36 2/5, beating Leon Didier by five laps; Ganay, seven laps; Henry Fossier, nine laps; George Seres, 16 laps and Leon Vanderstuyft by 17 laps. Linart is the best of the European paced riders at the present time.

"Bobby" Walthour, Jr., looms up as a great possibility in the cycle racing game. The son of a great father performed like a veteran in a match race with Jake Magin, a crafty rider, at the Newark Velodrome on Sunday. "Bobby Junior" beat Jake in two straight heats and did it in masterly fashion. In the first heat he beat Magin by passing the latter on the back stretch in the face of a hard wind. In the second heat Jake led into the home stretch and looked like a winner, but Walthour came strong and beat him across the line by a few inches. It was a proud moment for the Walthour boosters.

All riders competing in paced races this season will not be allowed to use anything but Pye cotton tires. This is a measure of safety and with all riders using but one grade of tire it will mean more safer racing. In past races riders have used what they cared to, silk or cotton, with the result that a number of spills have been caused by the light silk tires blowing up. It is too great a

risk and the compulsory use of one grade of cotton tires will make for better and safer competition. It is a good move, as it assures the cyclists going through and eliminates the spoiling of a race by many punctures. Of course, punctures will come even though cotton tires are used, but not as often as with the light silk tires used in past events.

The release of the New England Circuit is scheduled for late next week. Providence was scheduled to start the season up that way on Friday, May 19, but now it appears that the inaugural meet will be held on Tuesday, May 23. Nat Butler, manager of the Revere Beach Cycle Track, has set Saturday, May 20, for his opener. The exodus of the riders and pacemakers from the Metropolitan District has already started. Charley Stein, the pacemaker, started over the road by auto on Tuesday and others will follow suit. George Wiley, of New York, and George Chapman, the paced champion, leave on Sunday and Monday of next week. Part of the professional sprint talent that has been trying to gather in a few dollars at the Newark Velodrome will leave for New England next week to be where pickings might not be so lucrative but much easier. Jimmy Hunter, who will be the boss at the Philadelphia track, says that he will operate on Thursday at the start of the season and run Saturdays as well, later. Jimmy says the sprinters can come down there, too, and gather in some change, if they care to.

The first of five races to decide the championship of France was run at the Parc des Princes, Paris, on Thursday, April 27. Six heats were run along with a repechage, the winners qualifying for the semi-finals. Marcel Dupuy, the title holder at present, qualified by honor. Maurice Schilles, who is looked upon as the best rider in France at the present time, won the first heat. Rohrbach won the second heat; Gabriel Poulain, a former champion, accounted for the third; Joe Peyrode, an American visitor,

the fourth; Paul Didier, the fifth, and Paul Texier, the sixth. Lucien Louet accounted for the repechage. Dupuy defeated Rohrbach in the first semi-final. Schilles out-sprinted Paul Didier in the second. Poulain beat Texier in the third and Peyrode won out over Louet in the fourth. Schilles and Dupuy met in the first grand semi-final and Schilles won. In the second grand semi-final Poulain won from Peyrode. Schilles beat Poulain by a half-length in the race for winners of the grand semi-finals and Peyrode won over Dupuy in the race for seconds. The standing in the championship is as follows: Schilles, 10 points; Poulain, 5; Peyrode, 4; Dupuy, 3; Louet, Rohrbach and Texier, 2 points each; Villepontoux, Chardon, Devoissoux, Baron and Trouve, 1 point each. Points are scored in the French championship in the heats as well as the finals, hence the scoring of the other riders. Sixteen riders qualified for the championship, including Dupuy, the present holder.

Who says they don't come back? Yes, who says that? The wise bird that chirped that saying must have overlooked the racing cyclists. During the last few days three racing cyclists that have been out of active competition for considerable time, but not out of the spirit of the game, have announced that they will attempt something that Jimmy Jeffries failed to do. First "comeback" into the limelight is none other than our old pal, Worth Mitten, the lad who put Iowa on the cycling map. Mitten's first intimation that he was contemplating a return to the game was received about ten days ago, but there was a string attached to the missive, when "Mitt" said: "Don't us this for a while." We received a "release" on the dope this week, however, and Worth says go as far as you like. He makes his getaway from Davenport about May 14 along with Russell Lange, Iowa's champion amateur on the road, and possibly another Iowan who seeks fame among the anklers. Mitten and his pals plan to ride their bicycles over the road, coming via Buffalo and Albany. Mitten tells me that he rode from Davenport to Chicago last week, a total of 397 miles, 240 of which was done the first day. Mitten says he believes he is stronger than ever. Perhaps Old Man Time is kidding him, but we'll wait and see. "Comeback No. 2" is Albert Crebs. Albert, or "Musty," as most of the boys call him, has been down in Long Beach, Cal. He has been conducting races for A. E. Anakin, the Long Beach dealer, but the "call of the wild" has got him. Crebs says that three amateurs are coming East about May 25 and he may come with them. The trio of amateurs is made up of Earl Thompson, Joe Palmier and George Mulder and they are training on the Los Angeles' track. "Musty" says he would like to get a few races here when he comes. There'll be plenty of races, "Musty" after Decoration Day. "Comeback No. 3," according to Crebs, is none other than Iver Lawson, the old champion of the world, who says he is going to try again. They may quit, but the old game gets 'em again. Boy, page Al Guery, George Schreiber, Jimmy Moran, Hardy Downing, Bob Alexander, Bill Fenn, Jimmy Bowler and a few more of the retired ones and tell 'em to come back.



Worth L. Mitten, the Davenport cyclist, who is about to stage a "comeback" to the anklng sport.

Doran Wins 60-Mile Race

R. DORAN, riding for the Atlantic City Wheelmen, proved to be a "dark horse" in the 60-mile handicap race run Sunday, May 7, between Camden and Atlantic City. The race was run under the joint auspices of the Quaker City Cycling Association, Philadelphia, and the Atlantic City Wheelmen and was sanctioned by the Amateur Bicycle League of America. Doran had a handicap of 45 minutes and he finished in 3 hours, 2 minutes and 20 seconds. T. Walter French, an unattached rider, who started ten minutes back of Doran, was second in 2 hours, 55 minutes and 40 seconds.

Anthony Beckman, of the North Hudson Wheelmen and champion of New Jersey, accounted for the time prize from scratch. Beckman was timed in 2 hours, 44 minutes and 30 seconds. Beckman beat the old record for the course of 2 hours and 46 minutes, which was made by Ted Nelson, of Pleasantville, in 1900. The course at the time the old record was made was 60 miles but a break in the White Horse Pike made a necessary detour, lengthening the course to some 63 miles.

The entire course was patrolled by the Camden Motorcycle Club. As each handicap bunch left a motorcycle was dispatched with the riders and kept with them the entire distance. Besides these other machines checked the riders at turns and held traffic back for the riders. Nearly all of the dealers of Atlantic City, N. J., Camden, N. J., and Philadelphia assisted in some way, making the event a very successful one. One mark of sportmanship was shown when Milton Van Doran of the Atlantic City Wheelmen within three miles of the finish jumped off his wheel to assist a clubmate who rode off the course in an exhausted condition. After getting this rider back on the road again, Van Doren remounted and finished by himself, out of the running of the prizes. This act alone will win for this lad a great name among the cyclist fraternity in the East.

Tom Caffery won the special prize for the rider living the farthest away from the starting point. Caffery rides under the colors of the North Side Wheelmen of Milwaukee, Wis. He failed to carry the honors home, however, when his legs tied up shortly after the start. Robert Shrey, 14 years of age, failed to place in the prizes but interested everyone by his gameness in finishing. This was his first amateur race and quite some drill for a beginner.

A. R. Jacobson with other officers of the Amateur Bicycle League of America officiated.

The following list includes the 5 time prizes and the 25 places:

Pos.	Rider and Club	Hdcp.	Time
1	R. Doran, A.C.W.	45:00	3:03:20
2	T. Walter French, Unat.	35:00	2:55:40
3	Albert Fries, A.C.W.	45:00	3:03:25
4	Dan Cullen, Q.C.C.A.	40:00	3:00:30
5	Patrick Pard, Unat.	60:00	3:23:05
6	Joe Lawler, A.C.W.	50:00	3:15:05
7	Axel Timmens, B.V.W.	30:00	3:01:32
8	Jacob Pearl, B.V.W.	25:00	2:56:32
9	Richard Schneider, U.S.I.	30:00	3:01:32 1/2
10	Otto W. Eisle, U.S.I.	25:00	3:06:32 1/2
11	Peter Apollonia, Unat.	40:00	.....
12	A. Neuhaus, B.V.W.	25:00	.....
13	Antonio Cosmi, Unat.	35:00	.....
14	Alfred Venanti, U.S.I.	20:00	.....
15	Joe McConnell, A.C.W.	15:00	.....
16	Nathan Smith, C.R.C. of A.	20:00	.....
17	Wm. Yarwood, Q.C.C.A.	20:00	.....
18	Harry Bell, C.R.C. of A.	20:00	.....
19	Louis Girouid, C.R.C. of A.	15:00	.....
20	Chas. Finkelstein, C. R. C. A.	25:00	.....
21	Milton Van Doren, A.C.W.	20:00	.....
22	Fulton Short, Q.C.C.A.	10:00	.....
23	Vernal Newcomer, Q.C.C.A.	10:00	.....
24	Edward Reed, Q.C.C.A.	45:00	.....
25	Abe Braun, Q.C.C.A.	45:00	.....

TIME PRIZES

1	A. Beckman, N.H.W.	Ser.	2:44:30
2	J. Flatow, C.R.C.A.	Ser.	2:44:30 1/2
3	A. Nelmsky, U.S.I.	Ser.	2:44:30 1/2
4	Fulton Short, Q.C.C.A.	Ser.	2:49:00
5	Vernal Newcomer, Q.C.C.A.	Ser.	2:49:00 1/2

Abbreviations of clubs: A. C. W., Atlantic City Wheelmen; U. S. I., Unione Sportiva Italiana; C. R. C. A., Century Road Club Association; Q. C. C. A., Quaker City Cycling Association; C. R. C. of A., Century Road Club of America; B. V. W., Bay View Wheelmen; Unat., unattached.

YOUTH SERVED AT NEWARK

YOUNGER riders at the Newark Velodrome on Sunday, May 7, won in the feature match races, and as Chester Smith, the Baldwin, L. I., postman says: "Youth must be served." Youth was served all right and in good measure by a look at the summaries.

Bobby Walthour, Jr., who has not reached his majority as yet, met Jake Magin, the veteran of many a hard race. Walthour won the race in two straight heats and did it in fine style. In the first heat he came out on Jake in the face of a heavy wind on the backstretch and won, while in the second heat he beat Jake up the homestretch, getting the verdict by inches.

The "Old Master," Frank Kramer competed in a match race with Willie Spencer, who is considerably younger than the East Orange veteran. Kramer



Steve O'Connor, left, and Charles Moe, Coast amateur cyclists

won the first heat, but failed to repeat in the second and third heats and lost the match. Kramer rode well, but youth beat age.

A team match race between Alfred Goulet and Orlando Piani and Alfred Grenda and Reggie McNamara went three heats, because, like Lot's wife, Piani had to take a look, which cost him the second heat, but he got the eyes of the officials for a dead heat. Piani won the first heat with Goulet second and McNamara third. Grenda got a break in the second heat and Goulet and Piani chased him. Piani finally went after Grenda alone and in the last few yards it looked as though Piani would win. He could not resist the temptation to take a side glance at Grenda, easing up as he did. Grenda kept going and the judges called it a dead heat, which necessitated a third heat, Goulet winning that event.

Outside of the mach races the feature was Eddie Madden's winning of the five-mile open. At the bell lap Goulet was leading with Grenda, Madden and McBeath right after him. Grenda got out of Madden's way so the latter could get a good run at Goulet. Madden made his bid at the eighth-mile mark and won handily, McBeath coming strong enough to take second from Goulet. This marked Madden's third win in a five-mile event this season.

Aleck McBeath was eliminated from the miss-and-out race, spoiling his record of wins in this style of racing. Cecil Walker, his countryman, accounted for the race from Anthony Young and Frank Corry. Harry Kaiser was the winner of the pro. handicap, Harry beating Anthony Young, Tom Bello and Gus Lang.

Frank Bartell and Fred Spencer won the novice races, Bartell the handicap at two-thirds-mile and Spencer the open at a mile. Out of eight starters in the final of the novice only two lasted to the tape, six going down in a spill. Pio Botton, of Red Bank, and Joe Sansisco, of Newark, managed to keep mounted and Pio won from Joe. Summaries:

Half-Mile Novice—Won by Pio Botton, Red Bank; second, Joseph Sansisco, Newark. Time, 1:11.

Two-Third-Mile Handicap, Amateur—Won by Frank Bartell, Newark, 55 yards; second, Gus Merkel, Newark, 70 yards; third, Mike Rajoppa, Newark, 90 yards; fourth, Paul Ottobaro, New York, 50 yards. Time, 1:17 1/2-5.

One-Mile Open, Amateur—Won by Fred Spencer, Plainfield; second, Willie Grimm, Newark; third, John Otto, Newark; fourth, Louis Hiban, Inwood. Time, 2:08 1-5.

Half-Mile Handicap, Professional—Won by Harry Kaiser, New York City, 30 yards; second, Alfons Verraes, Belgium, 35 yards; third, Tom Bello, Newark, 60 yards; fourth, Gus Lang, Newark, 30 yards. Time, 55 seconds.

Miss-and-Out, Professional—Won by Cecil Walker, Australia; second, Anthony Young, Newark; third, Frank Corry, Australia; fourth, Bill Erskine, Australia. Time, 8:55 2-5. Distance, 4 1-3 miles.

Five-Mile Open, Professional—Won by Eddie Madden, Newark; second, Aleck McBeath, Australia; third, Alfred Goulet, Newark; fourth, Percy Lawrence, San Francisco. Time, 10:15 1-5.



Some of the girls who rode in the St. Onge parade at Baltimore

APPRECIATE ST. ONGE

UNDER the heading, "Bike Redivivus," the Baltimore *Evening Sun* of May 1, ran the following editorial, which shows how St. Onge's work was appreciated down in that locality.

"The sins of the automobile are many, and not the less of them, perhaps, is its alienation of our affections from the bicycle. There was a moment in our history, along about the 1890's, when there was every prospect of the human race developing perfectly good lungs and excellent leg muscles. We were all taking to the two wheeler, from little Johnny to Grandma. Then came the automobile with its Henry Ford, and mankind resigned itself to flat chests and flabby sinews.

"The awakening of interest in the bicycle, particularly on the part of the youngsters, is faintly encouraging. It makes for the health of our youth, even though fatty degeneracy of the vital organs is the prospect of middle age. It is the spark that kindles the hope that adults will once more feel the urge to recreate in a fashion not only more healthful to themselves but less deadly to others.

"As a vehicle for sight seeing excursions, the bicycle has some advantages over the automobile. It gives access to lanes and bypaths that are closed to larger vehicles. Contemplation of the landscape is less hurried because of its more leisurely pace. One spends more time on his journey and less money. But above all other considerations is the healthfulness of the exercise. Legs will become as anachronistic as the appendix if they are not given something to do. The human body seems doomed to decay by what seems to be a general inclination to sit down. MAY THE OLD FASHIONED BICYCLE RIDE OF YESTERDAY BE THE FIRST OF MANY WITH GROWING NUMBERS OF CITIZENS TAKING UP HONEST LEG-POWER RECREATION AS TIME FLITS HENCE."

WANTS HIGH-GRADE MOUNT

EDITOR MOTORCYCLE AND BICYCLE ILLUSTRATED: Inclosed please find check for \$5.00 covering three years' subscription to your magazine.

At this time, I would like to bring up a matter of discussion as to why so many professional riders are purchasing foreign made machines. For instance, we have one old and reliable manufacturer who produces a very refined racing wheel, but the frames do not stand up for light road work.

We have another manufacturer who makes a very high grade wheel. Frame and general mechanical construction stand up in first class shape, but the writer regrets to note that changes have been made that in my opinion impair the quality. This refers especially to crank fastening on crank shaft and a stamped sprocket from sheet steel where formerly a drop forging design was used. You may rest assured that riders who respect detail and pay \$65.00 for a wheel are not satisfied with such construction. The price is high enough to use a drop forged sprocket—not only that, but they could machine a flange rim each side of

the sprocket tooth on which the side links of the chain rest and which also acts as a guide.

There is hardly a foreign machine that does not use this type of sprocket design. It makes a stiffer sprocket and shows long wear. I had in mind discarding a wheel constructed of high grade foreign parts and using an "American made" recently purchased. Upon the arrival of same, however, I have set aside my new mount and feel that I would rather dispose of it for \$10.00 less than cost, rather than ride same.

I hope there is some way in which this can be brought home to the American manufacturers.—An Enthusiast.

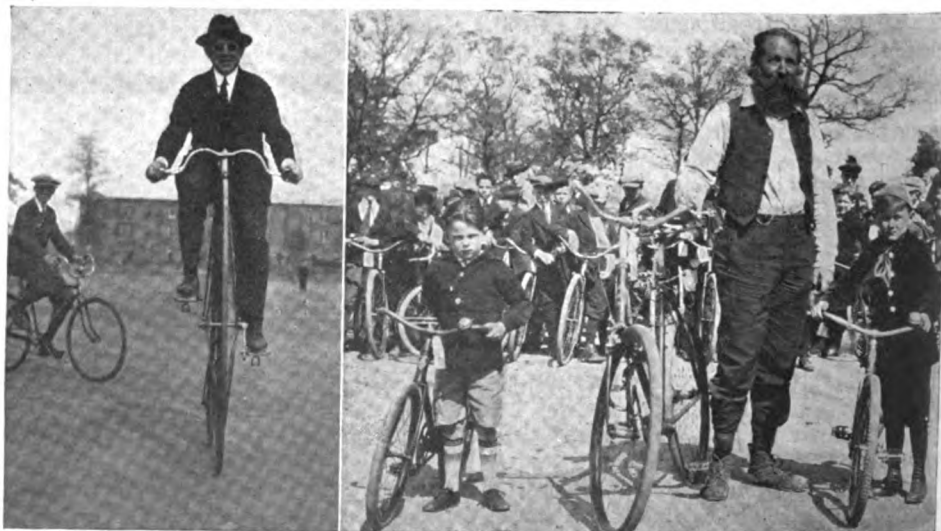
SOUSA A GOOD ONE

AT Long Beach, Cal., on Sunday, April 30, Manual Sousa was the outstanding rider of the Anakin Telegram Club meet, winning both the one mile championship final from Don Kilpatrick, Don Hunter and Joe Leanhouse, in the order named, and the one mile handicap from scratch.

Forty riders started from various handicaps and M. Bates, 30 yards, was second; Jerry Johnson, 100 yards, third; John Sligh, 100 yards, fourth; Ken Miller, 150 yards, fifth; Paul Calvert, 15 yards, sixth; Don Hunter, scratch, seventh, and Dick Johnson, 200 yards, eighth.

Sousa, by winning the mile championship, practically clinched the 1922 Long Beach championship. He has 16 points to his credit and one more championship race, the five mile, is to be run. Kilpatrick has 11 points and has a chance to tie with Sousa by winning the five-mile event if Sousa does not place.

Then Miller won the half-mile heavy wheel race from R. Turrell, Paul Nowlin, Paul Davis and Carl Welbourn. The 12-year-old boys' race went to Duke Merchant, with Major Taylor second, Donald Grand third, and E. Orbin fourth.



At the left, Howard A. French of Baltimore rides a high wheel for the first time in 25 years. Right, Robert Greif, an artist's model, who also joined the parade, flanked by a couple of the youngsters.

With the Trade

EXPORTS FROM NEW YORK

New York City—Exports for March from the Port of New York include a total of \$3,166 worth of bicycles; \$317,076 worth of motorcycles and parts of cycles, exclusive of tires, valued at \$144,218. The amounts by countries, with the number of motorcycles, follow:

Bicycles—Turkey in Europe, \$50; Panama, \$61; Mexico, \$116; Bermuda, \$30; Cuba, \$971; Domingo Republic, \$57; Dutch West Indies, \$174; Virgin Islands, \$69; Argentine, \$19; Brazil, \$162; Colombia, \$165; Venezuela, \$828; China, \$61; Java, \$110; Kwantung, \$50; Philippine Islands, \$131; Belgian Congo, \$57; British West Africa, \$55. Total, \$3,166.

Motorcycles—Azores, \$438 (2); Belgium, \$31,461 (112); Czecho-Slovakia, \$39 (2); Denmark, \$33,668 (130); Finland, \$12,595 (52); France, \$7,303 (28); Germany, \$4,439 (15); Greece, \$56 (1); Italy, \$26,451 (122); Netherlands, \$53,499 (184); Norway, \$3,533 (11); Spain, \$1,922 (6); Sweden, \$11,211 (35); Switzerland, \$8,697 (30); England, \$14,879 (56); Mexico, \$463 (1); Jamaica, \$50 (1); Trinidad, \$335 (1); Haiti, \$376 (1); Argentine, \$19,941 (74); Bolivia, \$440 (2); Ecuador, \$301 (1); Peru, \$224 (2); Uruguay, \$2,900 (13); British India, \$475 (1); Java, \$11,526 (44); Dutch East Indies, \$100 (1); Greece in Asia, \$170 (1); Japan, \$4,113 (41); Australia, \$48,550 (175); New Zealand, \$9,518 (32); Belgian Congo, \$418 (4); British South Africa, \$3,178 (13); French Africa, \$184 (1); Morocco, \$2,563 (14). Total, \$317,076. Number, 1,209.

Parts of cycles, exclusive of tires—Azores, \$86; Belgium, \$2,321; Czecho-Slovakia, \$91; Denmark, \$5,618; Finland, \$3,216; France, \$467; Germany, \$441; Italy, \$3,137; Netherlands, \$6,509; Norway, \$331; Portugal, \$104; Spain, \$7,754; Sweden, \$1,065; Switzerland, \$118; England, \$1,758; Costa Rico, \$30; Guatemala, \$33; Panama, \$179; Newfoundland, \$130; Bermuda, \$474; Jamaica, \$40; Trinidad, \$105; British West Indies, \$130; Cuba, \$388; Dutch West Indies, \$29; Haiti, \$121; Virgin Islands, \$63; Argentine, \$1,162; Brazil, \$9; Colombia, \$15; Ecuador, \$97; British Guiana, \$40; Uruguay, \$28; British India, \$200; Ceylon, \$300; Straits Settlements, \$204; Java, \$3,589; Dutch East Indies, \$1,244; Japan, \$87,236; Philippine Islands, \$1,390; Australia, \$6,178; New Zealand, \$3,281; British South Africa, \$3,170; British East Africa, \$25; Egypt, \$638; Morocco, \$474. Total, \$144,218.

BROAD LINES FOR NER-A-CAR

Syracuse, N. Y.—The Ner-A-Car Corp. announces that production of the Neracar lightweight motorcycle is now in full swing, and that an extensive advertising campaign has been arranged for. The board of directors which is made up of men of wide interests believes in doing things in a big way. Among the men on the board are King C. Gillette, president of the Gillette Safety Razor Co., Boston; F. P. Assman, vice-president of the Continental Can Co., Syracuse, N. Y.; Egbert H. Gold, president, Vapor Car Heating Co., Chicago, Ill.; Alexander R. Cowie, president, Rochester & Syracuse Ry. Co., Syracuse, N. Y.; Huntington B. Crouse, president, Crouse-Hines Co., Syracuse, N. Y.; R. R. Pullen, General Electric Co., Syracuse, N. Y.; J. Allan Smith, president, Ner-A-Car Corp.; Chauncey L. Lane, treasurer, Ner-A-Car Corp., and C. A. Neracher, of Syracuse.

CONKLIN WITH CORCORAN-VICTOR

Cincinnati, Ohio—O. F. Conklin, formerly with the Remy Electric Co., has joined the Corcoran-Victor Co., as consulting engineer.

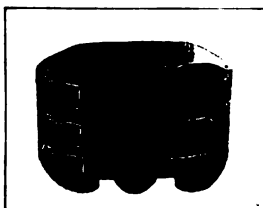
BOSCH TO START SUIT

Washington, D. C.—Without waiting for the Department of Justice to complete its investigation into the sale of the Bosch Magneto Co. by the Alien Property Custodian's office, former owners of the property are preparing to institute legal proceedings for its return or full recovery for its real value.

Two courses are under consideration. One is to ask the courts to set aside the sale as illegal and unfair to the former owners. The other is to sue those now in possession of the property and those officials of the alien property custodian's office and their representatives who seized, managed and sold it to Edward D. Kerr and associates.

COMFO RIDING BELTS POPULAR

New York—The Harlem Central Motorcycle Co. reports a good demand for the Comfo motorcycle riding belt, which they have recently put on the market.



The belt is made of fine quality of leather, shaped to fit the lines of the body and opened in the front to allow for movement and expansion. Riders who are using them are enthusiastic in their praise.

A NEW GOODYEAR TIRE

Akron, Ohio—Goodyear Tire & Rubber Co. has announced a new line of cord tires which will sell at 25 per cent. below its present fabric prices and about the same percentage below standard cord prices lists. Although the company wishes it understood that the new line is not a price cut, it is generally believed it will have the same results.

IT TRAVELS FAR

THE far-reaching influence of "Motorcycle and Bicycle Illustrated" is strikingly illustrated by a letter received this week from Marcello M. Repeto, of Buenos Aires, Argentina, who wrote:

"I want to get a Goulding sidecar in accordance with attached illustration. As I do not know the address of the manufacturers I ask you kindly to communicate my wishes to them."

The "illustration" mentioned was a page torn from the January 26, 1922, issue of "Motorcycle and Bicycle Illustrated," in which was printed a description of the Goulding Sportster Sidecar. No mention was made of the name and address of the manufacturer in this article, and as Shillan, Beck & Co., who manufacture the Goulding, were advertising another product in the January 26 issue there was no chance for Mr. Repeto to obtain the address from the advertising pages.

He is not a regular subscriber, and must have picked up the paper in some dealer's store and torn out the page that interested him.

"Motorcycle and Bicycle Illustrated" is read the world around!

AUSTRALIA A GOOD MARKET

Melbourne, Australia—During the year 1921, 1,209 motorcycles of a total value of £114,452, were imported into Australia. Taking that sum at the present rates of exchange, which hovers around the \$4.35 mark, it would represent over \$480,160. By far the greatest number of these motorcycles came from the United States of America, which sent us 791, more than doubling the next country, the United Kingdom (Great Britain and Ireland) whose quota was 394. Italy, 15, France, 4 and Belgium 2, were only negligible sources of supply, while in the table appear three Australian machines which had apparently been taken out of the country and "re-imported," their value being set down as £198. Of the two great suppliers, the value of the motorcycles from the U. S. A. amounted to £77,725, and that of the United Kingdom lot to £35,598.

VEHICLE TAX COLLECTIONS

Washington, D. C.—A decided increase in business in the vehicle industry is indicated by the taxes collected on automobiles, motorcycles and parts by the Internal Revenue Bureau during the month of March. Figures just made public by the Commissioner of Internal Revenue show that \$3,844,535 was collected during March on motorcycles and passenger automobiles, as compared with \$2,606,408 in February. March collections on tires, accessories and parts totaled \$2,674,177, as compared with \$2,385,360 in February.

Total collection of taxes from all sources during the month amounted to \$331,730,282, as compared with \$104,463,137 in February. The March collections, however, were but little more than one-half of those of the same month of 1921, when \$644,153,845 was reported.

BARWISE BECOMES DISTRIBUTOR

New York—R. M. Barwise, who has for the past twelve years been the eastern representative of the Diamond Chain & Manufacturing Company, will on or about May 20, 1922, open an office and storeroom at 18 Hudson street near Reade.

Mr. Barwise will be distributor for Diamond block and roller chains, Diamond custom made sprockets and Diamond special chains, and also for Philadelphia Gear Works standard stock gears and sprockets, custom made spur, bevel, and worm gears, and gear housings.

AUSTRALIAN DEALER COMING

New York—Word has been received from A. Finlay, of Finlay Bros., Melbourne, Australia, that he is leaving there on the "Sonoma" on May 10, due to arrive in San Francisco on May 31. He writes that he is open to consider any motorcycle or allied lines, suitable for Australian markets. His address will be Hotel Stewart, San Francisco, up to June 5; Hotel Sherman, Chicago, up to June 21; and thereafter care of Messrs. Guiterman, Rosenfeld & Co., New York.

BUSINESS PICKING UP

Springfield, Mass.—U. A. Hicks, Chicago branch manager for the Hendee Company, was at the factory for a conference for three days last week. "Al" is extremely pleased at the way things are shaping up in his territory this season. Indian dealers throughout the country are reporting easier conditions and less sales resistance, according to W. A. Prentice, manager of bicycle sales.

What Motorcycle Clubs and Riders Are Doing

BAY RIDGE TUNING UP

Brooklyn, N. Y.—The Bay Ridge Motorcycle Club is getting tuned up for the Crotona 24-hour endurance run on May 13 and 14. Test runs have been made to Philadelphia and Ashokan Reservoir. The Club was greeted with a welcome at the Phila Motorcycle Club.

PENN STATE HILL CLIMB CHAMPIONSHIP

Easton, Pa.—The Triple City Motorcycle Club, of Easton, Pa., and the Tri-States Motorcycle Club, of Port Jervis, N. Y., have received a sanction from the M. & A. T. A. to hold the Pennsylvania States championship hill climb. Several prominent riders have agreed to participate, and various manufacturers and dealers are doing their share toward helping the boys put it over. Clubs within a touring radius have also agreed to tour to Easton on National Gypsy Tour day, June 18.

KNOXVILLE PLANS CLUB HOUSE

Knoxville, Tenn.—The Knoxville Motorcycle club is planning a club house on an island in the Tennessee river near Knoxville, where the members could enjoy tennis, croquet, dancing, swimming and fishing. The club has its own orchestra, and a phonograph. At the annual meeting May 1 officers for the ensuing year were elected as follows: President, D. T. Simpson; vice-president, Serviss Schneider; secretary, Harry Carter, re-elected; treasurer, Louis B. Schneider; road captain, Fred Hightower; tourmaster, Harry Carter, who will have charge of the Gypsy Tour, June 16-18.

MANCHESTER RUN AND CLIMB

Manchester, N. H.—The Manchester, N. H., Motorcycle Club held its first social tour and hill climb under ideal weather and road conditions, from Manchester to The Weirs where the climb and lunch were enjoyed by more than 50 motorcyclists. Marshal Fred Gelinas led the riders, with George Catlow as vice marshal. In the absence of Arthur Bouchard, Pete Forest acted as captain. The solo hill climb event was won by George Catlow riding Harvey Pitchette's machine. The sidecar event was won by George Catlow in 24.4-5 seconds. Pete Forest made an exhibition climb of 21.1-5 seconds.

PICNIC AT EUGENE, ORE.

Eugene, Ore.—The Eugene Motorcycle Association recently drove to the McKenzie River State Fish Hatchery, 30 miles from Eugene, for a picnic. It was the first club run of the year. After lunch a footrace was held by the ladies. Mrs. Ellison won this event. Shiny was taken up by the men. Bill Davis' team lost to Ed. Clark's team three times. Bill Davis, Yale Smith, Red McKim, and Ferdinand De Pue cranked up their machines and began to cut dikes in the sand along the river. The others held a quadrille in the deepest sand. A short but spicy hillclimb on a muddy knoll came next. Ferdinand DePue won from Davis. After loitering about the hatchery for some time the return trip was organized.

NEW JERSEY CLUB DOINGS

Newark, N. J.—Allan Hascall, Jack Neiss and Irwin Jacobs, on Harley-Davidsons, and Howard E. Hill, William Williams and E. B. Holton, on Indians, of the New Jersey M. C., have entered the Crotona M. C. 24-hour run May 14.

Several members of the club rode to Trenton Sunday and visited the Harley-Davidson dealer, who invited the local riders to take part in the ceremonies of opening his new store. The run was under the leadership of Oscar B. Haug.

Mr. and Mrs. Andrew Plitka and Mr. and Mrs. E. B. Holton left Saturday on a two days' trip to check mileage for the 24-hour run to be held May 27-28. The route is by way of Asbury Park, Trenton, Philadelphia, Lancaster, Harrisburg, Reading, Easton, and back to Newark, approximately 425 miles.

PLAN BIG MEET AT SINGAC

New York—Motorcycle dealers of New York City and the vicinity will meet at the Harley-Davidson Sales Co., 535 West 110th Street, New York City, on Monday, May 15, at 8:00 p.m., to consider a plan to hold a monster rally and race meet at Singac track on July 4. This combined rally and meet will be the organized effort of the Metropolitan dealers to interest the riders in

motorcycle recreation and competition. It does not interfere with the Gypsy Tour of any clubs or individual dealers that have been set for June 17 or 18. Should any Gypsy Tours be postponed to take in the Fourth of July affair the same rules and awarding of medals can be made on the later date. The plans of the track management are to have such stars as Gene Walker, Maldwyn Jones, Eddie Brinck and others in the solo races, and other well-known contestants in the sidecar events, beside a flock of new Class B pros who are itching to skid their new singles around the turns. Singac track has much land available for camp sites, and it is possible for riders who like to camp out, to pitch their tents within the track enclosure.

LISTER STAGES SOCIABILITY RUN

Cleveland, Ohio—The Lister Motorcycle Co., distributors of Harley-Davidson Motorcycles, held their first Sociability Run of the season, April 23. A large crowd of riders turned out. The party left the store at 9:00 a.m. and proceeded to Lorain, led by W. J. Lister with Mrs. Lister in the sidecar. At Lorain J. W. Harwood, Harley-Davidson dealer, and his delegation of hard riding sour-doughs, joined the bunch which proceeded to Cascade Park, at Elyria. After lunch and a short seista a ball game was organized. The hot battle ended 24 to 22. Consideration for the losers forces us to withhold information of errors. Plans were laid for another run May 14.

AN ATLANTA STUNT

Atlanta, Ga.—Harry Sweet, of Atlanta, rode from Atlanta to Rome, Georgia, and return, on a wager, with both feet and both hands chained and handcuffed to his motor. The distance of 150 miles was covered in less than six hours. The stunt was the outcome of an argument to the effect that he (Sweet) could make the round trip without putting his feet on the ground inside of six hours.

Sweet left Atlanta with Gene Dix as watchman. They arrived at Rome at 10:45 a.m., where Sweet was met by friends and served with lunch. The return trip was started at 1 o'clock, arriving in Atlanta at 4 p.m. Sweet has been resting up with a few yards of bandage around each wrist and ankle. He says he would like to try the trans-continental and Mojave desert next.

OTTAWA CLUB RUN

Ottawa, Ont.—The first motorcycle run of the season under the auspices of the Ottawa Motorcycle Club was held on Sunday, May 7, from Lansdowne Park to Kempville, Ontario, 35 miles away, and return. There were only three or four solo riders, and practically every member of the club took along his family or lady friend. R. T. Stephens, road captain of the club, officiated as pilot. At the annual meeting of the club, May 4, the following officers were elected: President, John Barr; vice-president, Fred Simmonds; secretary, W. G. Clarke; treasurer, Thos. K. Chappel; directors, Doug. Anderson, P. Stephens and H. Bassett; road captain, R. T. Stephens; road lieutenant, Doug. Anderson. W. M. Gladish, president of the Ottawa Bicycle Commission, was elected an honorary member of the motorcycle club. It was decided to issue a club directory giving the names and addresses of the 40 active members in the organization.

PLAN INTERNATIONAL CLIMB

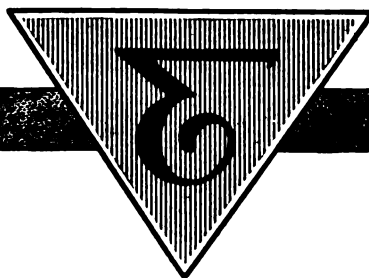
Portland, Ore.—News of the Pacific Northwest's enthusiasm for the Gypsy Run was carried to San Francisco and Southern California by Clarence Potter, assistant manager of the Motorcycle & Supply Co., Inc., Portland, Ore., Harley-Davidson dealers, and his companion, "Buddy" Maiston, also of Portland. Out for a vacation, the boys left Portland on April 16, and departed from San Francisco on their return trip, May 1. "The Victoria, B. C. Club wrote to the Oregon and Washington Clubs to urge us to make a joint run of it," said Potter. They guarantee, if we go to Victoria, they'll show us a good time and a lot of new English-made motorcycles. At first, it was planned that we should go, but the Seattle Club suggested that the Portland boys and the Victoria riders come to a point near Seattle and hold a good hill climb, and it looks now as if the Victoria Club, the Seattle Club and the Rose City Club, of Portland, will meet at a spot near Seattle. Mr. Potter added that, in the north, they will hold the gypsy run on the dates used everywhere, except in California.

ALL ABOARD FOR CROTONA RUN

New York—At 9 p.m., Daylight Saving Time and 8 p.m. Western Union Time, this Saturday, May 13, the first rider will leave Fordham Square, Bronx, in the 8th Annual 24-Hour Run of the Crotona Motorcycle Club. The course is entirely over state road and the route—New Haven, New London, Connecticut, Providence, Rhode Island, Springfield, Worcester and Lenox, Mass., Poughkeepsie, N. Y., and home. At Springfield a control is to be maintained at the Hendee Manufacturing Co., where necessary repairs will be made and dinner had. The schedule calls for an average of 20 m.p.h. at night and 22 m.p.h. during daylight. The trade has been very generous in their prize donations. The following is a list of prizes received to date. There are more prizes forthcoming. Gold, silver and bronze medals will also be awarded:

Silver Cup, Hendee Mfg. Co., Springfield, Mass.
Silver Cup, Van Cleef Bros., Chicago, Ill.
Riding Suit, H-D Motor Co., Milwaukee, Wis.
Three 28x3 Tires, H-D Sales Co., N. Y. C.
Corbin-Brown Speedometer, Corbin Screw Corp., N. Y. C.
Wico Battery, Wico Electric Co., Springfield, Mass.
Mid-West Battery, Mid-West Battery Co., Indianapolis.
Schebler Carburetor, Schebler Carburetor Co., N. Y. C.
Easting Sidecar Windscreen, Shilian Beck Co., N. Y. C.
Set Drive Chains, Whitney Mfg. Co., Hartford, Conn.
Set Drive Chains, Diamond Chain & Mfg. Co., Indianapolis.
Williams Spotlight, Baker, Murray & Imbrle, N. Y. C.
K-B Spotlight, Cleveland Motor Co., Cleveland, Ohio.
K-B Spotlight, Haverford Cycle Co., Newark, N. J.
K-B Spotlight, John Steele, Patterson, N. J.
K-B Spotlight, Joe Janoscheck, N. Y. C.
Kaufman Spotlight, G. L. Simon, Plainfield, N. J.
Kaufman Spotlight, Gotham Sporting Goods Co., N. Y. C.
28x3 Tire, A. Steinfeld, N. Y. C.
Pr. Leather Breeches and Helmet, Leather Toggs Co., Everett, Mass.
Pr. Leather Breeches, Vic Brunzell, Crotona M. C., N. Y. C.
Pr. Excelsior Cordovan Puttees, Williams Mfg. Co., Portsmouth, O.
No. 909 Ammecup, Lake-Erb Mfg. Co., N. Y. C.
Stop Signal, Kay Bee Mfg. Co., Los Angeles, Cal.
Cyclometer, Veeder Mfg. Co., Hartford, Conn.
Schrader Tire Gauge, A. Schrader's Son, Inc., Brooklyn, N. Y.
Twitchell Tire Gauge, Twitchell Gauge Co., Chicago, Ill.
Four Wright Mica Spark Plugs, N. Y. Mica & Mfg. Co., Auburn, N. Y.
Two Spltdorf Spark Plugs, Spltdorf Electrical Co.
Set Spokes and Nipples, Torrington Comp., Torrington, Conn.
Two Yearly Subscriptions, Motorcycle and Bicycle Illustrated.
There will be Harley-Davidson and Indian teams in the run, and it is possible that the R-S will have a team entered. It is expected that there will be at least 100 entrants. There will be a post entry of 50c in effect at 3 p. m., May 13, the date of the run.

What Springtime
Activity Are You
Responsible For?—
Tell the Editor



What It Means To You

The fact that we are putting in effect an intensified manufacturing production of a standardized model means that every Evans Power Cycle dealer will have the many advantages of quantity production at a low selling price.

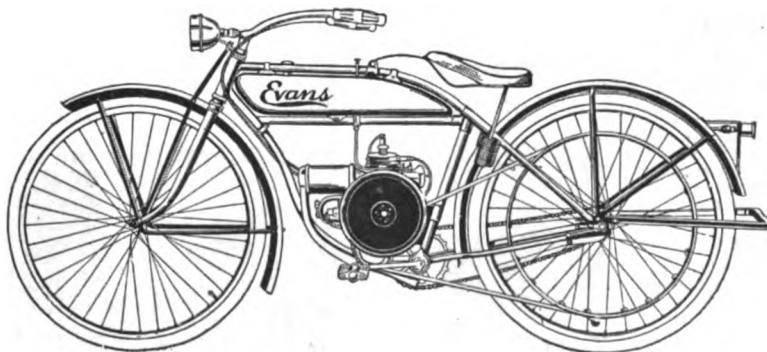
This production, coupled with our extensive advertising and merchandising plans and backed by the superior merits of the Evans, means an agency not only of great present value but one of such potential value that no dealer looking to greater profits in the future can afford to overlook it.

Your territory may still be open, but delay will surely mean a lost opportunity.

Dealers—Write or Wire Now

CYCLEMOTOR CORPORATION

ROCHESTER, N. Y.



For assurance of prompt attention to your wants, mention **Motorcycle and Bicycle Illustrated**

Activities Among the Amateur Cyclists

WINS BUT IS DISQUALIFIED

PROVIDENCE, R. I.—After he had worked his head off to win the 25-mile road race held Saturday afternoon, May 6, under the auspices of the Indian Cycle Club, Alfonso Colombo, of this city, was disqualified when it was discovered that he had received the assistance of a pacemaker. R. A. Winsor, who finished second, was given first place. The time for the 25 miles was 1:21:04.

Fred Jarvis, who started from scratch, captured the first time prize. The George Loftes, also scratch, got second place, and J. S. Armando, with 30 seconds, third place. The unofficial time was 1:11:30.

The race was witnessed by the biggest crowd that ever observed a road race here, and this, officials point out, augers well for the coming season of the Cycledome, which will open on May 23. The officials were ever alert, and because of this caught several boys who were violating the rules of the game. Although some of them finished well up in the lead they were disqualified for prizes. The riding time was considerably in excess of some of the previous races held, this fact being due largely to the terrible conditions of the roads over which the boys rode.

A total of 43 youngsters participated in the event, which was arranged for them by John G. Edwards. Many prominent bicycle dealers lent valuable assistance in putting the event over. Many of the riders were "green," but in all instances they made creditable showings.

Many valuable prizes were offered, among them being a racing bicycle offered to the winner by the Hendee Manufacturing Company. Other prizes included gold watches, bicycle tires, lights, saddles, handlebars and accessories of all kinds.

The winners in the order in which they crossed the tape with their handicap in minutes, are as follows: R. A. Winsor, Providence, (7:30); William Tate, Providence, (10:30); James Mazza, Pottsville, Mass., (4:30); Eddie Stone, Pawtucket, (5); Robert Moodie, Providence, (10); D. Piscione, Providence, (6); J. G. Edwards, Jr., Providence, (9); George Brown, Attleboro, (4:30); Ban Benson, Cranston, (7); E. Peckham, Cranston (10:30); F. Bosworth, Cranston, (11); Charles McNamara, Providence, (11:30); Byron Sweet, Johnson, (9); R. Bosworth, Cranston, (5:30); Fred Jarvis, Providence, (scratch); George Loftes, Providence, (scratch); J. S. Armando, Providence, (30 secs.); Romeo Goddu, New Bedford, (1).

The officials included: Referee, A. E. Goodby; starter, Peter Van Riper; judges, Harry Aiken and George R. Holderness; timers, George Gillen and A. B. Carlson; clerk of course, Clarence Loftes; checkers, W. P. Jenkes, A. N. Durfee, Henry Manschott and George Hunters; promoter for the Indian Club, John G. Edwards.

BOOST FOR CHICAGO TRACK

Several of the well-known Chicago promoters of bicycling have come together under the colors of the Franklin Club and will attempt to put before the public a hair raising stunt that will start the way for support for another track in Chicago. If the public can be educated to the sport there ought not to be any trouble with the promoters going through with a track. The riders of reputation have been signing up with the promoters and with teams from the cities around Chicago entered it will be worth the time spent in securing them to give the public a run for their money.

The track used will be a hard road surface, 5/8 of a mile around, and will be located in such a position as to give good transportation to all. The races as scheduled will take place on either Sunday afternoon, June 18 or 25, weather permitting, there being 16 teams to start with several riders in reserve in case of accident or the falling down of any of the riders. The race will be determined on a point scoring, the same as in a six-day race, there being sprints every certain number of miles. Further developments will be posted in this paper from time to time as the progress of the event permits.

GARDEN CITY RACE A SUCCESS

San Jose, Cal.—Splendid weather and a good turnout of spectators contributed toward making a success of the road race of the Garden City Wheelmen. It was run over a four-mile tract, kept free from traffic during the races, on April 30. The riding of the novices from the New Century Wheelmen, San Francisco, was a surprise. During the war, this club came near to lapsing, but it is now in the ring again, as was evidenced in the San Jose events.

The first event was a five-mile junior race, the contestants ranking as follows: First, A. Merenda, New Century, S. F.; second,

Thompson, New Century; third, Waldruff, Garden City Wheelmen.

Second event, 20-mile handicap, best time, 45:37, made by Steve O'Connor, New Century Wheelmen, 30 second handicap; second, C. Hunt, Garden City Wheelmen, 30 second handicap; third-best, O. Klatt, New Century Wheelmen; fourth, Charles Moe, New Century Wheelmen. Results of the race: First Temple, Garden City Wheelmen; second, White, Garden City Wheelmen, (both these riders rode from the limit); third, Killatt, New Century Wheelmen; fourth, Matasee, Garden City Wheelmen; fifth, O'Connor, N. C. W.; sixth, Moe, N. C. W. There were fifteen entrants who rode in the race.

Steve O'Connor and Charles Moe, the novices from the New Century Wheelmen, who were a surprise at San Jose, are shown in photo on page 29. To the extreme right of the picture is "Pop" Rhodes, the "grand old man" of the wheel in California. Rhodes has been riding for 25 years, and is still going strong.

BALTIMORE OPENS RACING SEASON

St. Louis, Mo.—The official opening of the bicycle racing season, scheduled to take place Saturday, May 6, was postponed until May 20, owing to the dangerous condition of the Fairgrounds Park roadways. This became necessary following the inspection of the course by the officials of the Century Cycling Club, under whose auspices the meet was to be held, and came as a disappointment to the riders who had been primed for this date.

Weather conditions permitting, the original card of four races, consisting of the mile and a quarter sprint for youngsters under 17 years, the mile and a quarter open sprint, the "novice" and the ten-mile handicap, will be run on that day. To date the Century Club has received the signed entries of some 39 riders for the four events, among whom are such promising juveniles as Mike Friedlein, Glendale Kribs, Carl Tegler and Joe Holland. As usual the Nelson, Droz, Duemler, Conrad combination will carry the colors of the club in the Senior events. Both the Martin Brothers and Harry DeVries, from the St. Louis C. C., have mailed in their entries, which will insure some keen competition for the aforementioned quartet.

The Fairgrounds course over which practically all bicycle events in St. Louis are held is in extremely rough condition this spring, due to the heavy automobile traffic the past winter. City officials have promised to have the surface of the parkways in good shape for the races by the time the meet is scheduled to take place.

"RED" ELLIS WINS HERE

Davenport, Ia.—"Red" Harry Ellis won the fourth annual Gottschlich bicycle race Sunday afternoon, April 30, by pedalling across the tape first against a two-minute handicap and a very strong field of riders.

De Wolf, a Belgian from East Moline, was a close second; Joe Ball, a local rider, third; Cryler, another Belgian, fourth; Paul O'Brien, the Flying Messenger Boy, fifth; Van Dale, of Moline, sixth; Stueben, of Davenport, seventh; Lange (who won the time prize), eighth; and Gunther, ninth. The finish was close—in fact, a blanket could almost have covered the bunch as they swept past the tape.

Russell Lange, the local wizard, and also the holder of the state championship for 1921, defeated the field for time by covering the 16-mile course in the fast time of 41:05, starting from scratch against a four-minute handicap.

Lange rode a wonderful race and finished the last half-lap with a flat front tire. Lange expects to go East this summer and meet the cream of the amateurs from all over the country. He is being coached by Worth Milton, the veteran racer.



Cycling at the Herne Hill track, London, on Good Friday. The above photo was snapped during the running of the 800-yard handicap for the amateurs.

'FRISCO CLUB COMING BACK

San Francisco, Cal.—The New Century Wheelmen, San Francisco's veteran bicycle club, is rapidly coming back, declared Frank Drury, promoter for the Club. "We have a bunch of young, clever and enthusiastic riders and they are doing fine work in their novice tryouts." Mr. Drury added that it is the hope of these riders to see six-day contests staged in San Francisco before many years have passed.

The San Francisco club is still contending with the stadium proposition. Having helped to build the old stadium, they now are unable to persuade the Park Commissioners to see the necessity for keeping it in repair. It has been improved somewhat, but not sufficiently to be used for races. Novice tryouts have been held on the Greater San Francisco Speedway, at San Carlos, at the old Ingleside racetrack, and even on the highway, where the automobiles are a menace. Ingleside still has some of the dairies that were there before it sprang up into a fine residence district. The boys call part of the highway there: "The Milky Way," because, in the intervals of riding they refresh themselves with milk.

On the last tryout of the New Century Wheelman, held at Ingleside, the 30-mile relay race was won by Steve O'Connor, Charles Moe was second and Williams third. These are three of the Club's most promising novices. A one-mile sprint was won by Moe.

It is believed that, if the Park Commissioners will not grant the use of the Stadium because they want to use it for a sheep run, it will be possible to use the old horse track for the races that the New Century is to hold on May 30th, Memorial Day. Some speedy riding is promised for that occasion.

ENTHUSIASTIC AT DALLAS

Dallas, Tex.—An enthusiastic crowd witnessed the first racing event featuring National Bicycle Week in Dallas, Texas, April 30, at the Texas State Fair track. Results were as follows:

Five-mile Championship—Won by J. C. Barnett; second, John Baise; third, Robert Cadwallar. Time, 16:10.

Little Novice One Mile—Won by George Shubert; second, John Harris; third, Harry Bradshaw. Time, 3:20.

Big Novice Two Miles—Won by Maurice Prichitt; second, Sidney Singer; third, Max Farrell. Time, 6:20.

Amateur Three Miles—Won by Herbert Hemphill; second, Orrin Pilkey; third, Frank Nail. Time, 10:00.

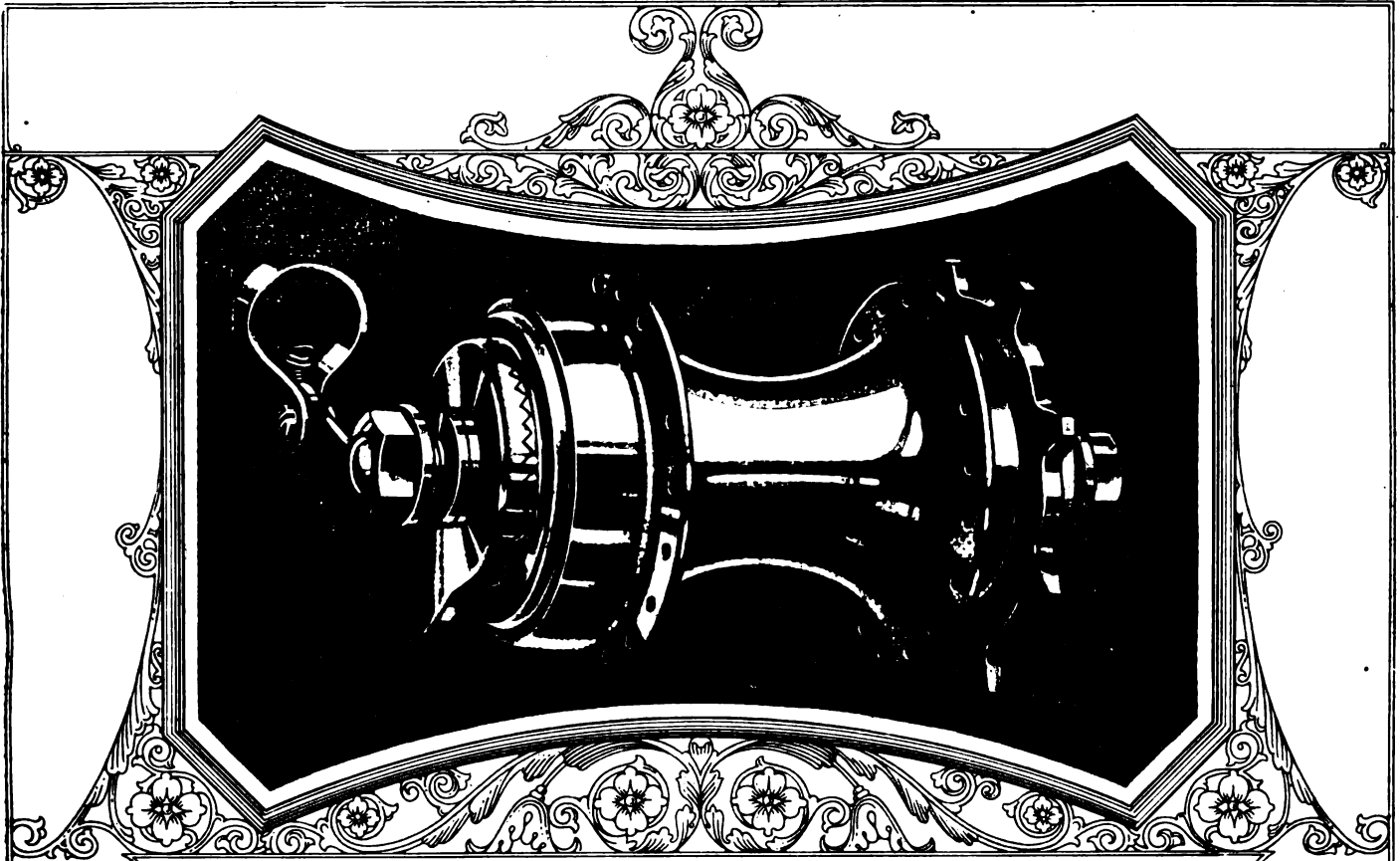
Relay Eight Miles—Won by Busy Boys' Bicycle Club team, 23:29; second, Star Cycle Club, 23:42.

B. A. Dunn was starter and clerk; T. L. Pilkey, timer; Mrs. H. C. Schuett, Mr. Day, Tom Pilkey and R. C. Hawkins, judges. Prizes were supplied by the Cycle Trade of America.

In one of the biggest bicycle parades ever seen in Dallas, held April 29, first prize, a loving cup, was awarded Frank Nail for the most beautifully decorated machine. Other prizes for decorated wheels were given to Winfield and William Scott. R. C. Hawkins, Orrin Pilkey and Rita Pilkey received prizes for novelty feature bicycles.

ORGANIZE NEW FISK CLUB

Woodland, Cal.—The Woodland-Fisk Bicycle Club of Woodland, Cal., has been reorganized and is now ready to give the members plenty of outings during the coming season. The newly elected officers are: President, Tom Lawson; secretary-treasurer, Joe Davis; side guard, William Ross; captain and leader, C. Drummond Chamberlain. The first trip of the season was to the University of California Experimental Farm, at Davis. The boys enjoyed a swim in the tank, and, after filling up on sandwiches, had a good run home. The only mishap was a blow-out that Raymond Ross had a few blocks from the farm.



New Departure Coaster Brake

Popularity is a mark of merit,—a high sign of quality,—an evidence of good will.

The New Departure Coaster Brake has earned the fine reputation it enjoys. It is the popular coaster brake because the millions of riders who have used it speak always in its praise.

Added to its reputation, its handsome design, its sturdy sure reliability, and its long life, is a service to the dealer that is helpful to his interest. Surely there is a whole flock of good reasons why you should specify New Departures on new wheels you order and stock the brake that brought the bike back for mounting in old wheels you repair.

THE NEW DEPARTURE MFG. CO.
BRISTOL, CONNECTICUT

Among the Dealers

HANDLE DAVIS MADE BICYCLES

Dallas, Tex.—Frank M. Hicks has opened offices at 1004½ Commerce Street, and will handle the various lines of the Davis Sewing Machine Co. bicycles for Texas and Mexico.

FEATURE BICYCLE SALES

Chicago—Marshall Field & Co. are pushing the sale of bicycles this spring and using liberal newspaper space to tell the kids about their bicycle department. They made a special price of \$20 and \$22.50 at the sale.

CAMP GRANT CYCLE SALE

Rockford, Ill.—Bicycles sold at an average of \$5 at the auction at Camp Grant last week. The bidding was slow and only a total of \$995 was realized from the sale. Lots of the boys overlooked a good bet at this sale of government bicycles.

BUSINESS AHEAD OF 1921

Chicago—J. J. Smith has an up-to-date bicycle repair shop on South Cottage Grove Avenue, and reports business ahead of last year. The Stein store has added a sporting goods and bicycle department at their new location, 4701 Cottage Grove Avenue.

PREDICTS FEATHERWEIGHT BOOM

New York—Amos Shirley, 863 Eighth Avenue, New York, distributor for the Evans Power Cycle, predicts a boom for the featherweight motorcycles this season. "There is more interest this season than ever before in low-priced motor transportation," says Shirley, "and we expect to cash in on it."

DEALERS USE PRINTERS INK

Stout Falls, S. D.—Weber Bicycle Co., 227 West 9th Street, are liberal users of printers ink to secure business. They have been in business out here for 24 years and have earned the reputation as the "House of Service." They make a specialty of repair work and have built up a large business.

"SERVICE WITH A SMILE"

Baker, Ore.—"Service With a Smile" is the slogan adopted by the Indian Motor & Bicycle Co. for their parcel delivery service. The original equipment was a Scout with side van, and the business has been so developed that another machine is to be added. They handle the regular delivery service for two butcher shops and they work in their other calls which come from all sources at the same time.

A TENNESSEE LIVE WIRE

Knoxville, Tenn.—Eight years ago L. B. Schneider started working in a bicycle repair department at Knoxville, Tenn., for \$7

per week. Today he is owner of Schneider's Motorcycle Store. In eight years the business has more than doubled. Mr. Schneider has made his store an attractive place. The Knoxville Motorcycle Club holds its meetings there. Recently he held a bicycle race in the window. The event brought a flock of youngsters. All were given souvenir caps and the event was a big success.

PUSHING SALES OF MOTORCYCLE

Springfield, Ill.—Johannes Brothers, at Third and Adams Streets, are pushing for sales this month, and using liberal newspaper space to keep the Harley-Davidson motorcycles before the riders in this territory. Sporting goods sales are on the increase, and with the baseball season in full swing, there is a splendid demand for all kinds of baseball supplies.

FORM NEW CYCLE COMPANY

Chicago—The Security Cycle Company have incorporated for \$10,000 to manufacture and deal in bicycles and accessories, with main office at 6342 North Clark Street. Fred W. Sinder, Adolor J. Petit, Jr., and Joseph Reif are the principals of the firm.

A. R. Short has an up-to-date bicycle salesroom and repair shop located at 1948 Monterey Road, and is pushing sales this spring.

The Auto Supply Company, located at 5047 South Halstead Street, have added a line of bicycle tires and accessories to their business.

The Excelsior Cycle Shop at 5338 North Broadway, report a good business on bicycles and supplies this spring. Many of the boys who carry newspapers in this district make the store their headquarters, and this brings in a nice line of business.

NEW NERACAR AGENCIES

Syracuse, N. Y.—The Neracar has recently signed up a number of new dealers. "Alex" Morrison, well-known Eastern racing star, who handles Henderson Brothers, 3521 N. Broad Street, Philadelphia, motorcycle business, is among those who says: "A large number of light weight enthusiasts means a large number of heavy weight sales in the future," and he is pushing Nera sales to the utmost. Kulp Brothers, Reading, Pa., were preparing to go to Syracuse to get the Neracar franchise for their city, the factory representative brought it to them, and Sol Kulp predicts that it will "go big" in Reading. Three prospects clinched before the ink was dry on the contract was the record of Sprenkle Cycle and Auto Company, of Harrisburg, Pa., with the factory representative's machine. H. B. Herr, sporting goods merchant, of Lancaster, Pa., has also taken on the Neracar franchise.

SHOW DREW CROWDS

Moncton, N. B.—Richard A. Johnson, Indian dealer, reports great interest shown in motorcycles at the recent motor show here. Crowds packed about his booth during the show. He sold one machine and lined up a lot of prospects for future business.

HICKMAN COMPANY ARE STICKERS

Birmingham, Ala.—Dealers who have plodded on day by day during the continued period of depression, refusing to be counted out in the game, weighing carefully expenses, eliminating every possible item, deserve more credit than they get, sometimes. The man who keeps a stiff upper lip, who talks cheerfully despite the heavy sinking sensation occasioned by small sales, and bad prospects for betterment, is surely going to win out some day.

The Hickman Cycle Company, of Birmingham, belongs in the class of "stickers." For many months every employee as well as the bosses, felt that the game was a losing one, but they did not sit down and whine about it; they buckled on their fighting clothes, and went after the business.

There was little or no inducement to solicit trade for a long time, especially on a credit basis, for men were only working part of the time with no assurance of retaining jobs, around in this district.

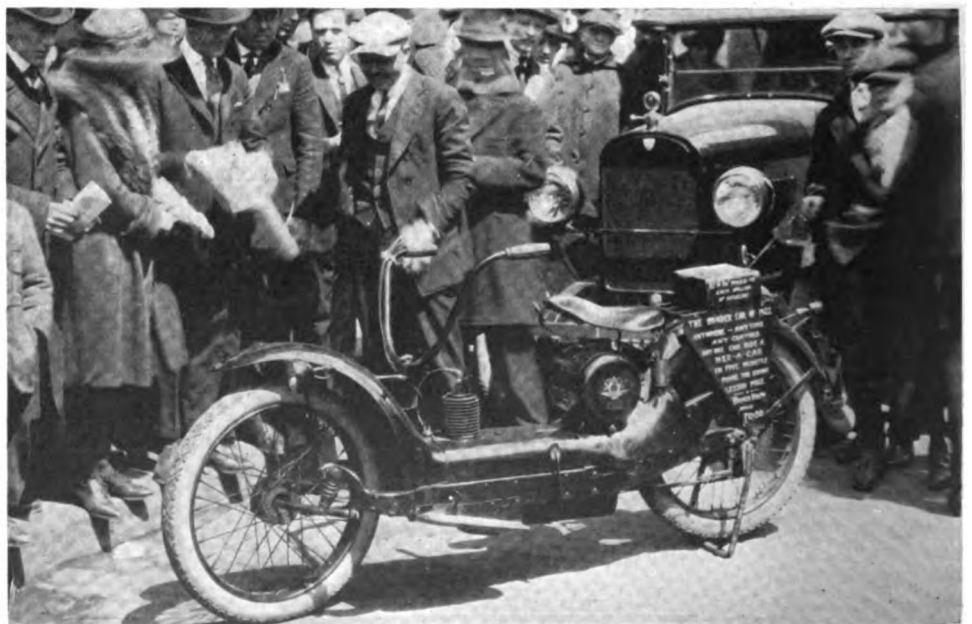
The Hickman Cycle Company, however, had a line on the trade and knew beyond a doubt, when a man could pay for a wheel. They pushed the sale of wheels for commercial purposes, knowing that Birmingham is recognized as one of the greatest bicycle towns for commercial purposes to be found anywhere.

This company advertised through the newspapers, and by other attractive, catchy methods, interviewed merchants, drug stores, meat markets and any place of business using wheels, for delivery purposes.

Many business houses felt they could not afford trucks with the high price of gasoline and expensive upkeep, so they were persuaded to try bicycles, and shown by Hickman Cycle Company the advantages to be obtained.

Everything seemed to be working in this wide awake company's favor, for a law was passed in Birmingham, allowing the street car company higher passenger fares. The Hickman company got busy and communicated with reliable people, working full time, and showed them what a bicycle could do, to save carfare and incidentally be of great help to office men from a physical standpoint. It took little argument to get the shrewd business man to see that he might derive a great deal of benefit in numerous ways from his purchase of a wheel.

WAGNER-DOLPH CO., of Rochester, who recently added the Neracar to their line, have been making a big success of a merchandising plan that cashes in on the curiosity of the public. The Neracar is so different in appearance to any other motorcycle on the market that it always attracts a crowd. The Wagner-Dolph Co. takes advantage of this by sending a neat salesman out with a machine, the luggage carrier of which is draped with advertising banners. The salesman makes it a point to stop at the curb in a locality where many people pass and is soon surrounded by questioning people. He gets the names and addresses of those he thinks are really prospects, generally getting enough in the first half-hour he is out to keep him busy demonstrating the rest of the day.



Dayton Bicycles

Aladdin's Lamp—and the Bicycle Business

REMEMBER the story about Aladdin and his wonderful lamp? Recall how the slightest rub brought a genie for Aladdin to command—a genie to make his fondest wishes come true?

After hearing that tale, a lot of us rubbed all the old lamps in the house in the hope that a magic lamp might be among the lot. But alas, no genie appeared.

Lamps have gone out of style—but the tale of Aladdin and his wonderful lamp has a direct bearing on the bicycle business today.

You want to be a successful dealer, don't you? Now, just as a common, garden variety lamp wouldn't have brought success to Aladdin, so a common, garden variety bicycle will not bring success to you.

You must sell a bicycle that excels in every point of construction—that makes for satisfied riders.

You must sell a bicycle that is well-known—that will assure you quick turnover and big profits.

And you must be backed by the helpful sales and advertising co-operation of the manufacturer of that bicycle.

You are assured of these things when you sell Dayton Bicycles. That's why the Dayton Dealer Franchise in your town will be the Aladdin's lamp that will bring you success in the bicycle business.

We'd like to tell you about the Dayton proposition. Write or wire today.



Be sure this trade-
mark is on the
bicycles you sell.

THE DAVIS SEWING MACHINE CO.

100 Linden Avenue

Dayton, Ohio



No. 6 TORRINGTON PEDAL
PATENT APPLIED FOR.

No. 6
Torrington
Pedal

Replaces the No. 4

It Has a Wonderful Feature—

RUBBER rods are riveted to the outside brace so by removing the rod nuts on the inside brace, the pedal becomes two component parts. This feature added to the use of the 3-16 inch balls in a container eliminates all possible loss of loose parts when the pedal is for any reason disassembled.

The easy rubber replacement, so popular in earlier models, is incorporated.

Our Torrington imprint on the rubber identifies the quality.

The Torrington line is a good line to stock up with.

THE TORRINGTON CO., STANDARD PLANT
TORRINGTON, CONN., U. S. A.

Solve
Your Steel
Ball Problems

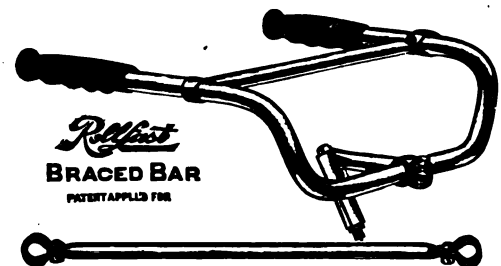
We are ready at any time to make steel bearing balls in all qualities at varying prices for special purposes.

Let us submit samples to your specifications.

The Abbott Ball
Company
HARTFORD, CONN.

Abbott
Balls

ROLLFAST BRACED HANDLEBAR



Cannot rattle loose or come apart from vibration. Does not weaken the tubing by cutting large portion of it away, but manner of construction greatly strengthens the bar. Stem is adjusted same as on ordinary bar. Nickel-plating and finishing guaranteed to outlast nickeling and finish on any bicycle.

D. P. HARRIS HARDWARE & MFG. CO.
Murray Street, Corner Church Street, NEW YORK CITY

GOTTLIEB & BARNETT

INCORPORATED

57 WARREN STREET, NEW YORK

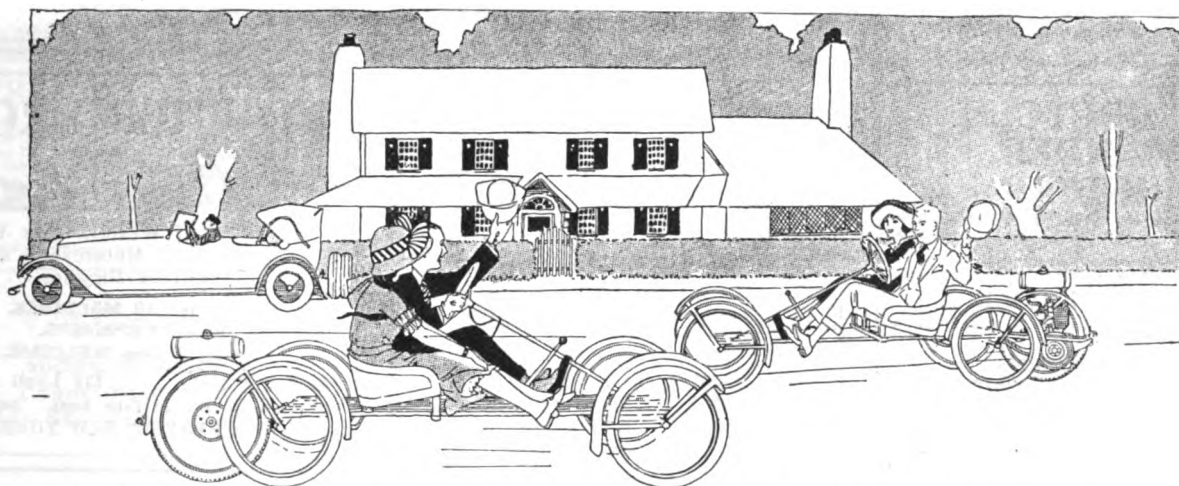
Jobbers and Distributors

IN

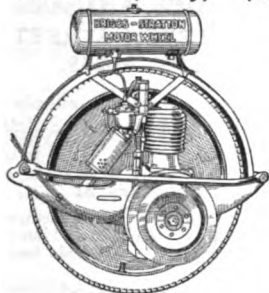
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Motor Wheel only, \$75
Buckboard, only, \$50



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Proved demand, low list and top discounts—that's the profit ticket written for you by the Briggs & Stratton proposition to cycle dealers.

Size up the proved demand, look at the sales-clinching list prices—then get ready

for a discount proposition which, we believe, carries the **biggest profit margin you ever enjoyed.**

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5% - 10" PROX.

ARE OUR NEW SELLING TERMS

This house, the biggest cycle jobbing firm in the East, offers these liberal terms, and the famous

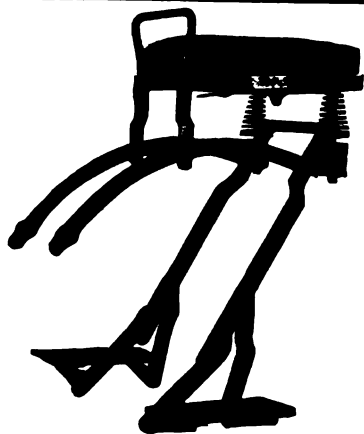
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which means keeping our word for immediate deliveries together with quality goods at reasonable prices. Can we serve you?

Broadway Cycle Co

INC. PHILADELPHIA

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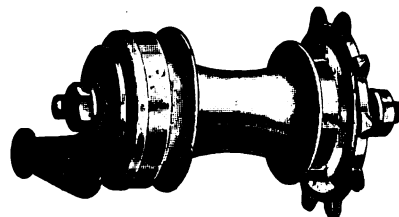
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Price \$17.00 each

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Standard or optional equipment on practically all 1922 makes of bicycles. Performs perfectly as long as the bicycle lasts.

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Special light weight pistons supplied at a slight additional cost.

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THE MOTORCYCLE SALES AND SERVICE STATION

Is the largest exclusive Motorcycle Repair Shop in the East having the special equipment necessary for all kinds of motorcycle work.

DIFFICULT REPAIRS A SPECIALTY
Particular attention given to out-of-town work.

**2216 NO. BROAD STREET
PHILADELPHIA, PA.**

(Alexander Klein, Proprietor)

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FOR PHILADELPHIA COUNTY**

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MOTORCYCLE RIDERS

Full Stock of Parts and Accessories on Hand or Obtainable at Once

WRITE IN YOUR NEEDS
OR CALL PERSONALLY

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IN NEW YORK

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Harlem Central Motorcycle Co.
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For the month of May we will offer our full line of Kellogg Efficiency Valve tools at a discount of 50% from list price. Orders will be filled in rotation and subject to stock on hand.

Save C. O. D. Charges. Send check or money order, add 10c. for postage.

The
Kellogg Mfg. & Sales Co.
BRIDGEPORT, CONN.

BICYCLES

POPE SNYDER VICTOR
COMPLETE PARTS EXPERT REPAIRS ACCESSORIES
(Two minutes from railroad station)
RELIABLE BICYCLE SHOP
(C. TALLBERG, Prop.)
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GENE COUGHLIN

Distributor

Reading Standard

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Sub-Agencies Open

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PRICE ON MARKET**

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who advertise here are in the limelight and have raised themselves above the level of the unknown among the cycle dealers.

Advertising here pays—because the manufacturer and wholesaler are always keeping their eyes open for live, wide-awake, **KNOWN DEALERS** when they have valuable agencies, sub-agencies, big job lots, etc., to place.

Riders, too, want to deal with the **KNOWN DEALERS**.

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For Most of Western New York
**CLEVELAND Motorcycles and
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Parts for All MACHINES.
Expert REPAIRING.

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Audubon 3127

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And 1922 CLEVELAND—Also Second Hand Bargains—All Makes
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Bicycles, Rangers, Dayton, Columbia,
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THREE CENTS A
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ACT QUICK! ORDER NOW! SAVE MONEY!
Largest stock of Indian parts, new and used.
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1921 HARLEY DAVIDSON, electrically equipped.
BRAND NEW. Never been uncrated, \$300. Will
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FOR SALE—In Good Southern city, a leading
Motorcycle Business, handling the best line of
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WANTED—Motorcycle and Bicycle Riders of
every nationality, with any model of stock or
riding machine to ride at International Race
Meet. Apply W. H. COLE, 2 Cornish Road,
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28x3 U. S. First Quality..... \$7.75
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Will ship anywhere on receipt of Money-Order.
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discount. Our Repair Department is at your
service. Our large stock of Motorcycles, Motor
Attachments and Bicycles, must be sold at once.
Prices at less than half. Send for Big Bargain
Bulletin. AMERICAN MOTOR CYCLE COM-
PANY, 2043-5 W. Chicago Avenue, Chicago. T.F.

**TUBES—Your choice of Goodrich, Firestone, or
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28 x 3 Tubes, at \$1.39 each, while the supply
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Mail your order now. GOTHAM SPORTING
GOODS CO., INC., 128 Chambers Street, New
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BREECHES and PUTTEES at low prices!!!
Below we list an assortment of Cyclist's apparel—
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Army cotton breeches reclaimed..... \$0.98
Three pair 2.60
New Cotton Breeches—made with double
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Excelsior Cordovan puttees—good appearing
and will outwear several pair of the ordi-
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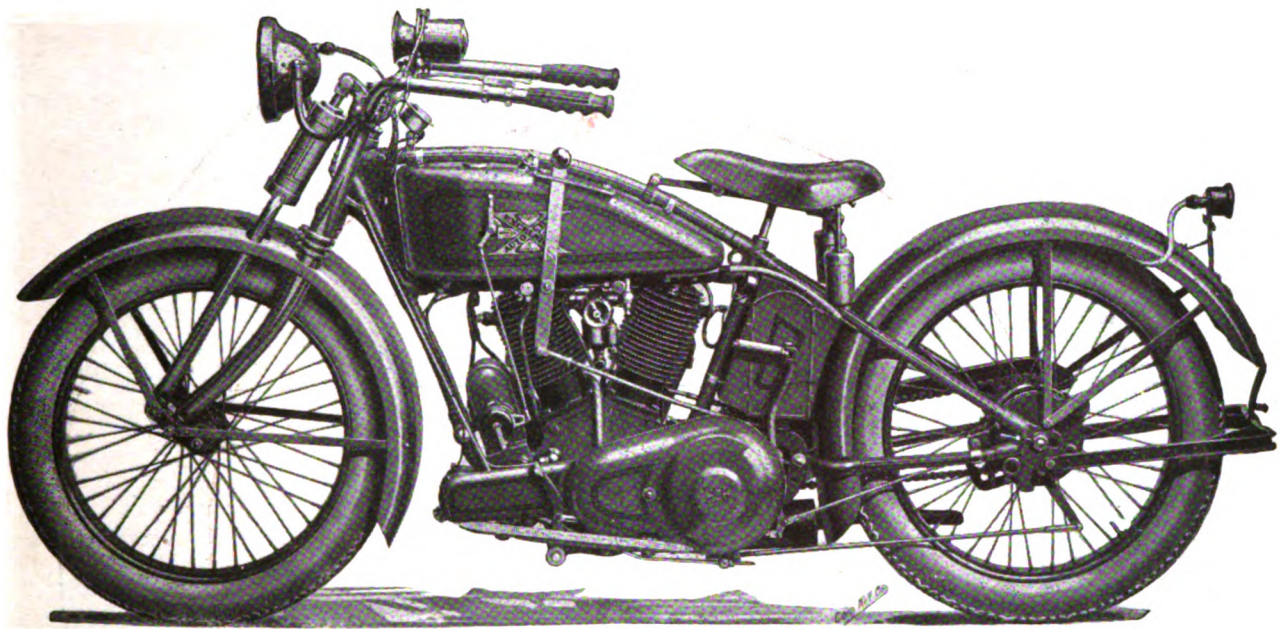
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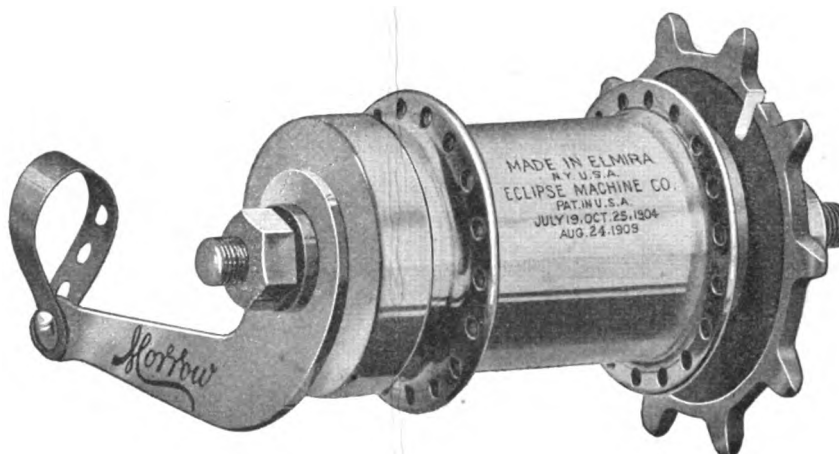
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MAY 18, 1922

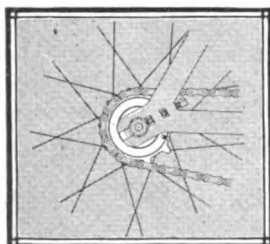
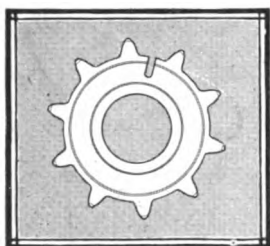
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Motorcycle & Bicycle ILLUSTRATED

Vol. 18

May 18, 1922

No. 20

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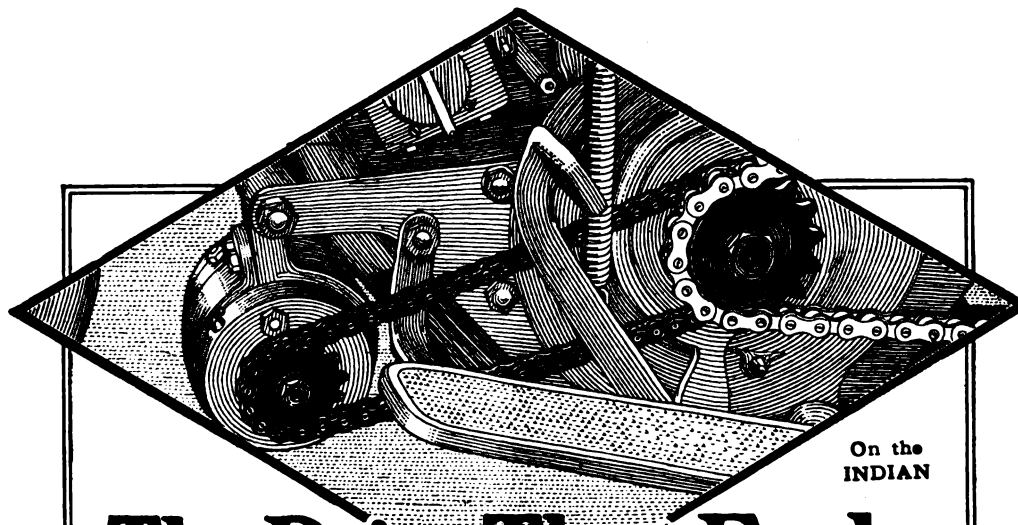
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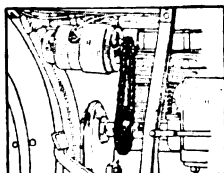
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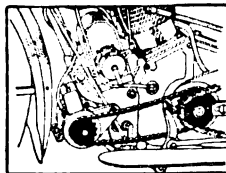
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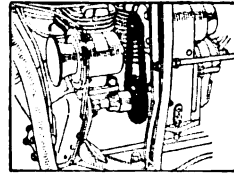
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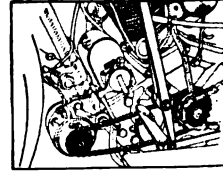
On the Ace



On the Excelsior

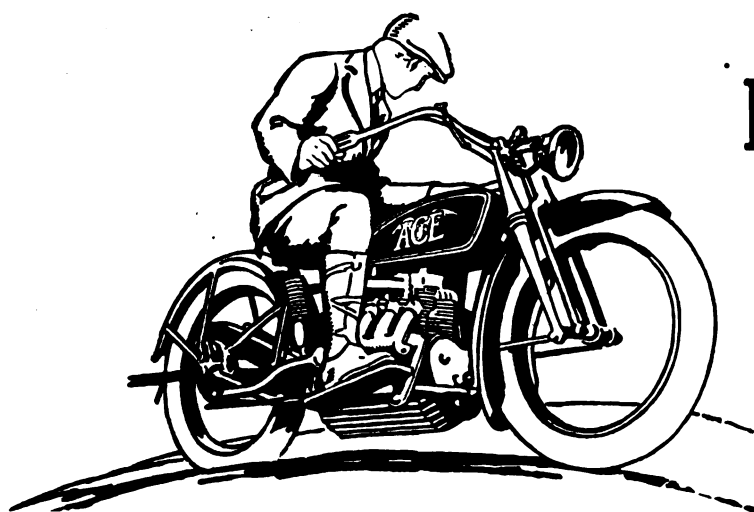


On the Henderson



On Reading Standard

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Three Ace riders won perfect scores in the Wilkes-Barre endurance run of the Reading Motorcycle Club, May 7th.

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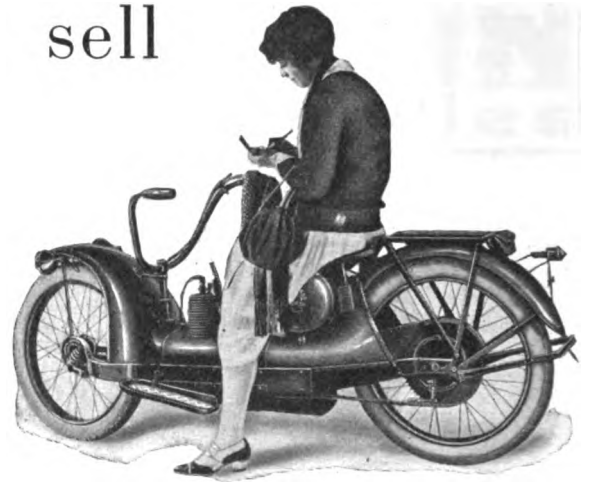
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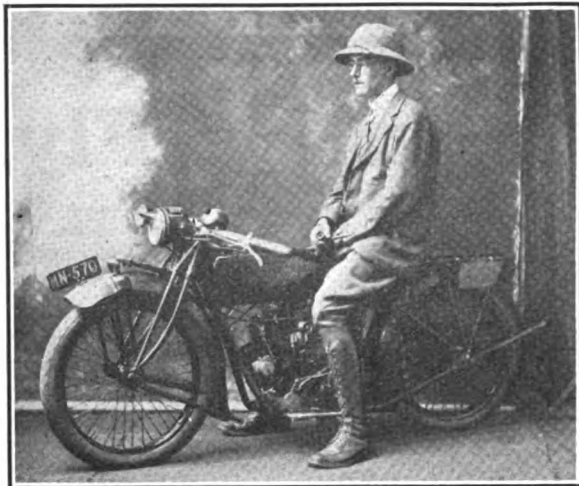
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J. BOCKHOUSE
(Manager)



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**Dealers' Price List of
Bicycle Sundries and
Red Line Special
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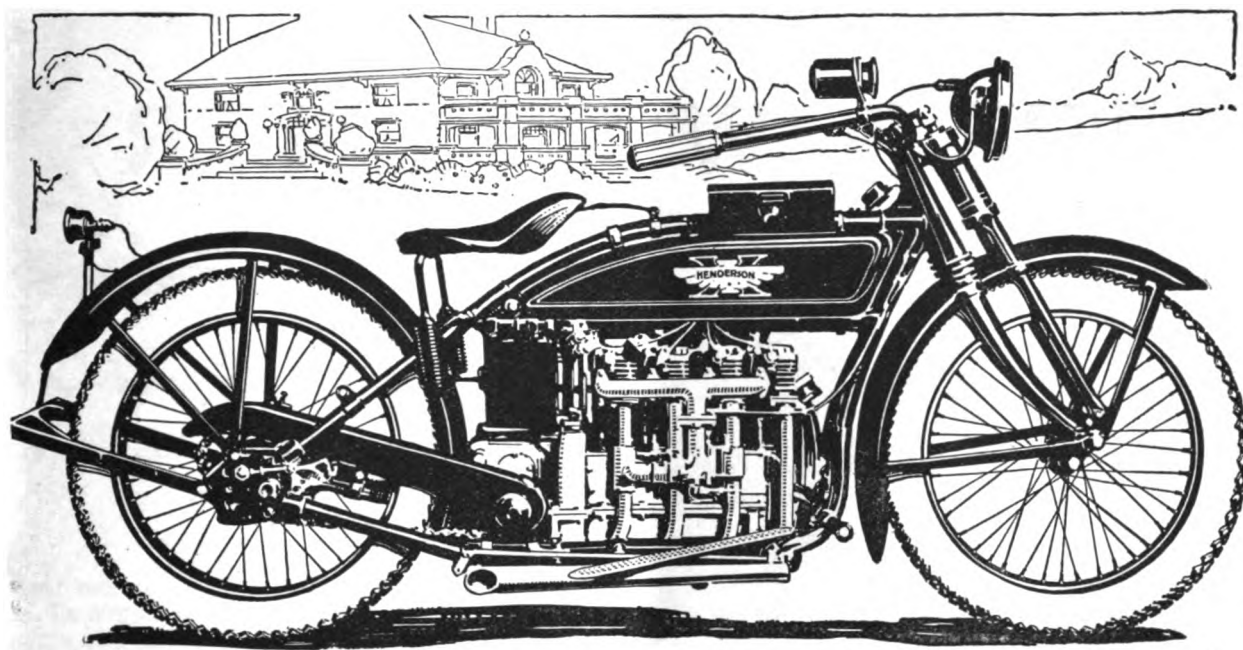
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THAT'S the way one of our enthusiastic Henderson “De Luxe Model” riders expresses it. The remarkable speed range of the new Henderson is an attainment in motorcycle performance, that is not even approached by other makes. The four-cylinder automobile type motor furnishes smooth, quiet and continuous power impulse that carries the “De Luxe Model” through traffic or over bad roads at a snail's pace—or with the speed of a racing automobile on the open road.

The Henderson “De Luxe Model” is satisfying a vast number of discriminating riders who could not be interested in ordinary motorcycles, but demand the flexibility, the smoothness, the quietness, the speed and the “class” that are found in superlative measure in the new Henderson.

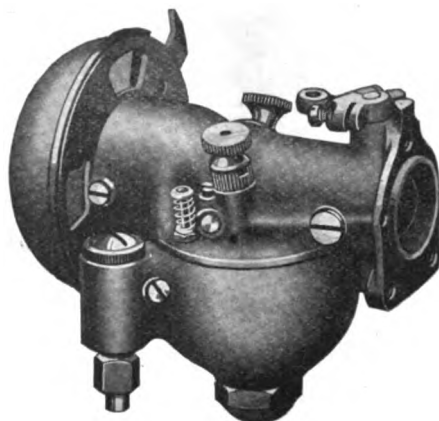
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Excelsior Motor Mfg. & Supply Co.

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1 inch size ready June 15th

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Motorcycle & Bicycle ILLUSTRATED



VOLUME 18

New York, May 18, 1922

NUMBER 20

Next Cycle Show in New York

M. and A. Directors Decide on 69th Armory and Fix Date for Week of February 12-17.
Other Matters Attended to

By Walter A. Bardgett

THE next motorcycle show will be held at the 69th Regiment Armory, Lexington avenue between 25th and 26th streets, New York City, in February, 1923. This was decided by the Motorcycle and Allied Trades Association at a Board of Directors' meeting at the Hotel Lafayette, Buffalo, Friday, May 12. Immediately after the meeting Show Manager A. B. Coffman came to New York and arranged for the show at the above armory and the big exhibition will be held February 12 to 17.

The directors on hand were George Briggs, Dave Kinne, Frank J. Weschler, Frank Schwinn, Max Sladkin, J. Allen Smith, E. J. Mueller, Dan Wetzel, A. B. Coffman and Walter Davidson, acting for his brother Arthur. A. E. McGavin, who was to act for George Atkins, wired that he could not attend.

When the question of the show was brought up it was apparent that the sentiment of the majority was that the show should be held in New York City. The Exposition Grounds at Rochester were at first talked of as a site for the show if the proper dates could be secured. The Exposition Grounds were to be free with light, heat and janitor service paid. It was a question with the majority of the directors whether even with the free rental and other gratuities the show would be a success there. New York City was favored from many angles, for the dealers who will want to visit the Metropolis and also for other attractions. Directors E. J. Mueller, Frank Weschler and Walter Davidson favored the selection of New York City and Walter Davidson moved

that the National Motorcycle Show be held in New York City. His action was carried.

It was agreed that the show would open Monday at 6 p. m. and close Saturday night at 10 p. m., thus having one full week.

Gypsy Tour Posters

Chairman Coffman stated that 4,100 Gypsy Tour posters were sent out in 1921 and 5,000 for this year. He also reported that 19 tours will congregate at Pismo Beach, Cal., May 27 to 30, for a gigantic rally, while other Coast centers will run their regular Gypsy Tours as usual. The dealers in the territory covered by the Pismo Beach rally have agreed to close their stores during that time and to help in many ways to make the Coast gathering a success.

Legislation

The questions of adverse legislation was taken up and threshed out. Dan Wetzel was appointed to look out for just such legislation in New York State and the dealers in other states were urged to form associations so they could fight unjust legislation.

Chairman Coffman stated that the M. and A. T. A. insurance plan was being favorably received by the dealers and many of them were taking advantage of the plan. Up to May 1, 127 policies were taken for fire and theft and about 120 for embezzlement.

Foreign Trade

The foreign trade situation was discussed and co-operation from the Bureau

of Foreign and Domestic Commerce in securing data was assured. Gordon Lee, of the Automotive Division of the Bureau had mapped out a survey of the field and his assistants are now gathering data for the use of the association and its members.

Paper Slams Open Muffler

A letter was read from the Dallas *Dispatch* by Chairman Coffman in which the paper protested against the use of the open muffler. The chairman answered saying that the association was opposed to the use of open mufflers and assured the Dallas paper that it would do everything in its power to stop it.

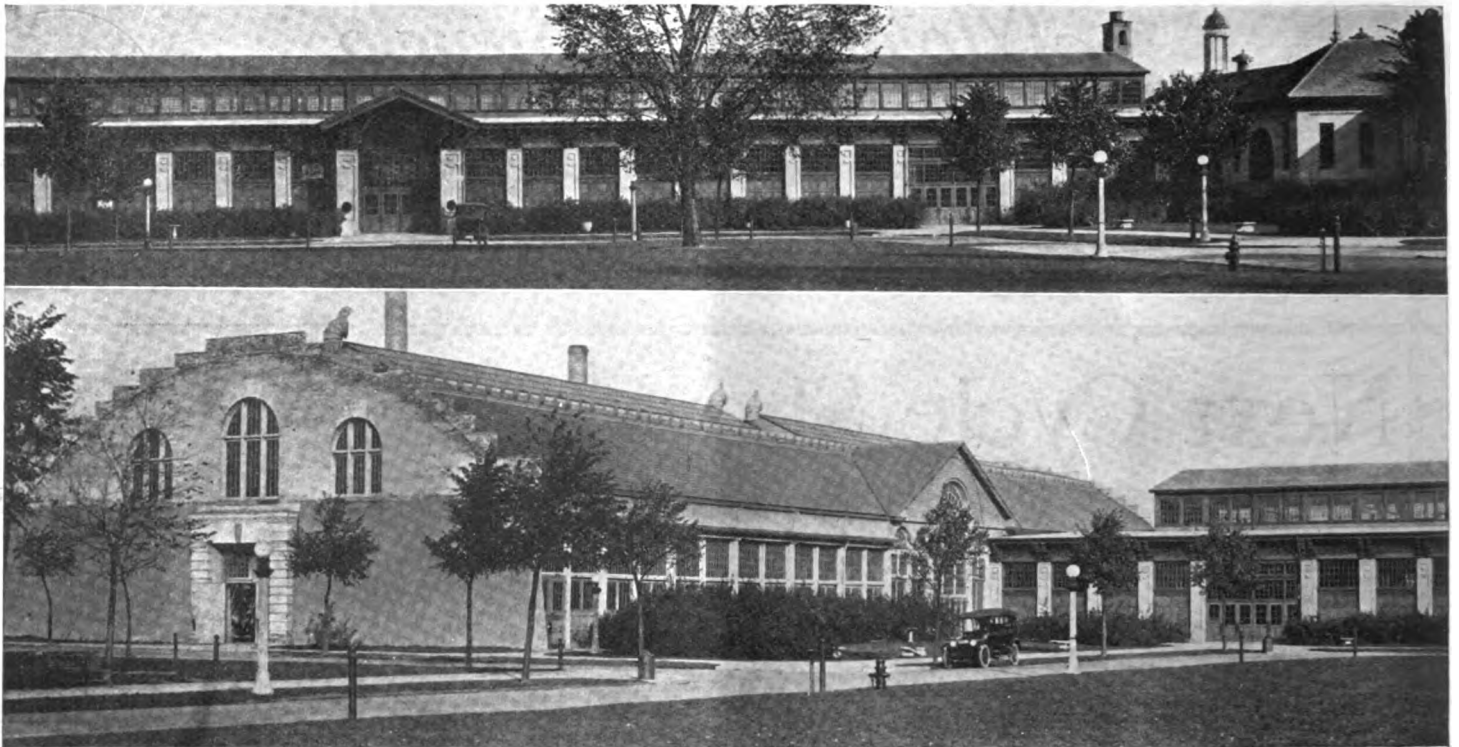
Syracuse Wants Championship

Championship races were discussed when Chairman Coffman stated that Horace B. Murphy, of the State Fair Grounds, Syracuse, N. Y., wanted to put on three championships, the five-mile solo 61, the 25-mile solo 61 and the ten-mile sidecar championships, if creditable riders were assured.

William G. Schack was given a vote of thanks for giving the board an opportunity to inspect the Angola site for the rally and also for his courtesy in acting as host to the members of the party at dinner at Angola.

The Johnson Motor Wheel Company and the Federal Rubber Company sent in their resignations, which were accepted. The Carter Carburetor Company sent in a letter stating that they would come back into the association.

Have You Made Plans for a Gypsy Tour
in Your Town?



Some of the buildings in which the motorcycle tourists will be housed. Everything comfortable and convenient at practically no cost. An M. and A. T. A. membership card will be the admission ticket to the grounds

Rochester, N. Y., Gets National Motorcycle Rally

By Walter A. Bardgett

ROCHESTER, N. Y., will stage the first National Motorcycle and Allied Trades Association Rally, and it will be held from July 31 to August 3.

The Flower City was decided upon at the meeting of the M. and A. T. A. directors at the Hotel Lafayette, Buffalo, Friday, May 12. The rally will be held at the Rochester Exposition grounds and plans are in the making to put over the greatest get-together in the history of the motorcycle fraternity.

After it was decided at the New York meeting in January to hold a rally the Rally Committee was formed as follows: A. B. Coffman, chairman; A. C. Rice, Dan H. Wetzel, E. J. Mueller and Frank J. Weschler.

A number of sites for the rally were discussed and it finally narrowed down to Rochester and Angola, near Buffalo. The Rally Committee held a meeting in Buffalo on Thursday, May 11, with Frank Weschler the one absentee. An inspection of the Angola site was to be made that day under the guidance of William G. Schack, of the Emblem and Pierce cycle factory at Angola.

Rochester was after that rally and after

it strong. A delegation made up of Grover C. Ash, A. C. "Gus" Rice, F. B. Towner and Art Rochow rode over from Rochester on Thursday by motorcycle and sidecar. George Miner, the Rochester dealer, came over by train.

The Angola inspection party was made up of the Rochester delegation, A. B. Coffman, chairman of the M. and A. T. A. competition committee; Frank Harris, of the Goodrich Tire & Rubber Co.; Frank Schwinn, of the Excelsior; Mr. Schack; Al Peters, of the Buffalo Harley-Davidson branch; E. J. Mueller, of the Cleveland Motorcycle Co.; Walter Bardgett, of the *MOTORCYCLE AND BICYCLE ILLUSTRATED*, and T. J. Sullivan, of *Motorcycling and Bicycling*. Fred Hunt, Indian traveler, and George Hofhens, Buffalo dealer, joined the party at Angola.

The party toured out to the proposed rally site near Angola by autos and the Rochester delegation went out by motorcycles. The side at Angola had plenty of room, but it would have cost too much to get it in shape for the rally. The beach, too, did not seem to make much of an impression with the majority of the party. Following the inspection of the site the party went back to Angola, where

they were the guests of Mr. Schack at dinner at the Angola Hotel. A personally conducted tour through the Emblem and Pierce factory came after dinner, Bert Pauer being the guide.

A couple of hours were spent at the factory and then the trip back to the Hotel Lafayette for a discussion was in order. The Rochester delegation presented letters from its mayor and Chamber of Commerce inviting the motorcycle interests to hold the rally in that city. The Rochester Exposition grounds is made up of a plot of ground 475 by 1,200 by 1,050 by 1,025 feet and contains three large buildings, one of which can be used for camping and the other two, one of which is a theatre, for moving pictures, meetings, speeches, storing machines, etc.

The Rochester proposition looked like a winner from the start but the Rally Committee did not finally decide on naming the Flower City until the following day, when Mr. Weschler arrived for the Board of Directors' meeting. Mr. Wetzel had made an inspection of the Rochester Exposition grounds, and stated that a 60-piece band was offered by the Park Commissioners to the rally. The

May 18, 1922

majority of the committee were in favor of Rochester, so Rochester was awarded the big rally. Mr. Rice made a motion that the M. and A. T. A. accept the courtesy of Rochester and hold the rally there and Walter Davidson, acting for Arthur Davidson, seconded the motion.

Art Rochow, acting for the Rochester delegation, accepted with thanks and assured support for the Rally by the Rochester dealers, including the Ash Motor Corporation, Walgner & Dolph Co., George L. Miner Company, Townner Brothers and also "Gus" Rice, sales manager of the Cyclemotor Corporation, who did a great deal to land the rally for Rochester.

A committee was formed to work out details for the rally with the following members: A. C. "Gus" Rice, chairman; J. Allen Smith, of the Neracar Corporation; E. J. Mueller, Dan Wetzel and A. B. Coffman. This committee will meet in Rochester in two weeks and report back to the next Board of Directors' meeting at the Rochester Hotel on Thursday, June 8.

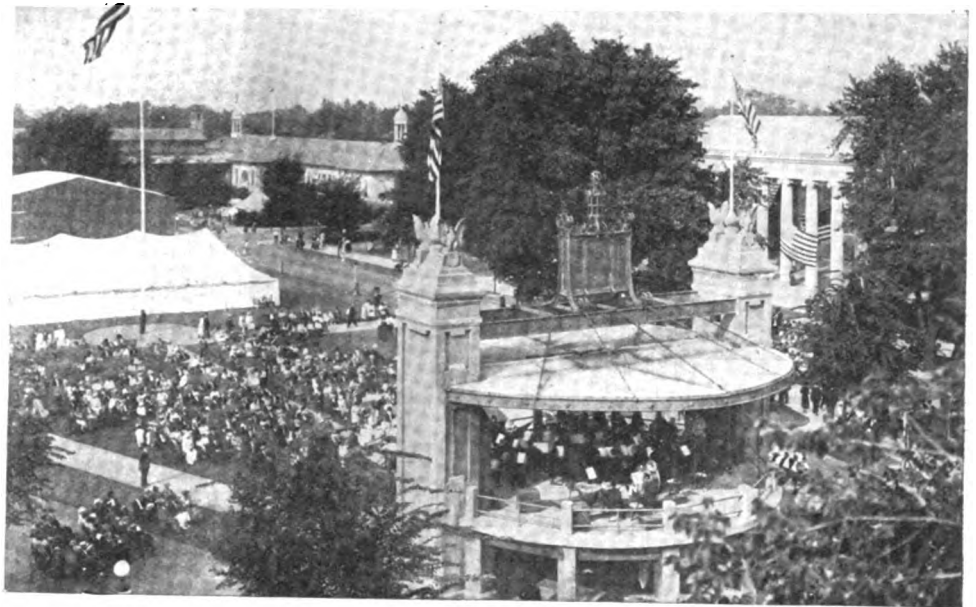
A tentative program of the rally was talked of, but no definite plans were given out, but the rally will open up on Monday, July 31, with the riders registering and getting settled. Bathing is also on the first day's program. Dinner will be served at 6 p. m. and dancing and moving pictures are scheduled for the first evening. The second day a swim is on the card before breakfast with lunch at noon and a ball game between the East and the West in the afternoon. Dancing, cards and moving pictures will be given at night along with band concerts. Wednesday will be given over to similar features, with side trips to Niagara Falls, Watkins' Glen and other nearby places of interest, if the motorcyclists care to indulge. The rally will start to break up Thursday afternoon.

DENVER B. A. HOLDS RACES

BICYCLE races were held on the City Park half-mile track, under the auspices of the Denver Bicycle Dealers' Association, Sunday, May 7th. It had been planned to hold these races during Bicycle Week, but a hitch in the plans made it necessary to postpone them until the day after Bicycle Week had closed.

Five events were run, including a one, two, three and five-mile and an Australian pursuit race. More than a hundred amateur racers took part and a crowd of 3,000 enthusiastic fans was present. This is the first of a series that the association expects to hold this year. The next race is scheduled for June 4.

In addition to the race the Denver dealers went in for cooperative advertising in all daily newspapers of Denver and some of the dealers had displays throughout town in the windows of the various wholesale rubber houses.



The band-stand on Rochester Exposition Grounds to be used for National Motorcycle Rally



Charlotte Beach on Lake Ontario, where the motorcycle tourists can go to cool off



The Midway on the Exposition Grounds

Wichita Gets 300-Mile Championship

"Bill" Ash Will Referee National Motorcycle Classic—Gypsy Tourmasters Named—Other M. & A. T. A. News

By A. B. Coffman

Chairman Competition Committee

THE 300-mile National Championship has been awarded to the Wichita, Kan., Speedway Association, July 4, and plans are now underway to make this the biggest championship ever staged.

H. W. Bowman of Wichita is the leading spirit in the move and he is backed by the Wichita Chamber of Commerce and other business organizations.

Our old friend, W. J. Ash, will referee, which is good evidence that the race will be conducted in tip-top fashion.

Some \$3,200 will be the cash prizes and this liberal sum will attract the best racing talent of the country.

There will be a series of lap prizes that will keep every rider at his best during the entire race.

Mr. Bowman is extending a cordial invitation to all motorcycle clubs to attend the race and many riders will accept his hospitality, we feel sure.

Gypsy Tour Masters Named

Below is a list of Gypsy tour masters whose names have been received at this office. Gypsy tour poster and all necessary material with sample of the new monogram medal is being sent these gentlemen so they will have ample time to properly organize and be ready to go when the Gypsy tour date rolls around:

ARKANSAS
Siloam Springs—W. H. Frame.

CALIFORNIA
Bakersfield—Kern Co. M. C., Ernest Roux, 1123 19th St.
Fresno—Fresno M. C., Claude Salmon, 457 Broadway.
Heber—W. Denzil Klippel, Imperial Valley.
Long Beach—Long Beach M. C., E. D. Maltby, 319 E. Broadway.
Los Angeles—Los Angeles M. C., Frank Clark, 449 W. Jefferson St.
Los Angeles—W. W. Jawroski, 918 South Main St.
Medera—E. C. Bozeman.
Oakland—E. F. Rose, 1731 San Pablo Ave.
Oakland—Oakland M. C., C. A. Lewis, 2236 Encinal Ave.
Riverside—Riverside Co. M. C., B. F. Nelligan, 756 Fairmont St.
San Francisco—San Francisco M. C., Dave Crommie, 47 A Landers St.
San Francisco—Golden Gate M. C., C. E. Oberg, care Pac. M. C. Sup. Co.
San Jose—Harold G. Hunt, 577 S. First St.
Santa Ana—Orange Co. M. C., Orville Heaton, P. O. Box 493.
Santa Cruz—Ernest Paginini.
Santa Maria—O. L. Baker, 514 So. Pine St.
San Mateo—San Mateo M. C., Richard Boerner, 32 B. St.
Sacramento—Geo. L. Faulders, 508 Jay St.
Salinas—R. M. Gault, 16 E. Alisal St.
Vallejo—Service M. C., J. C. Cameron, 537 Penn St.

COLORADO
Denver—Denver M. C., Joe McCarthy, 1336 Broadway.

CONNECTICUT
Bridgeport—Allied M. C., Ralph Mitchell, 297 E. Ave.
Danielson—F. A. Moore, 79 So. Main St.
Danbury—Danbury M. C., Mr. Wocheck, 264 Main St.
Manchester, South—Manchester M. C., Clayton T. Allison, 57 Wadsworth.
Waterbury—Waterbury M. C., Robt. Miller, 28 No. Main St.

Winsted—Arthur B. Comstock, 108 Main Street.

DELAWARE

Wilmington—Wil-Del M. C., E. H. Cloud, 1810 W. 2nd St.

FLORIDA

Orlando—Roy J. Smith, 16 Boardwalk.

ILLINOIS

Chicago—Chicago M. C.
Chicago—Humboldt M. C., H. H. Klich, 1028 Monticello.

Chicago Heights—Chicago Heights M. C., John Miller, Thornton, Ill.

Freeport—J. E. Kegel.

Moline—S. A. McGinnis, 313 24th St., Rock Island, Ill.

Peoria—Peoria M. C., O. L. Swanson, 1619 N. Monroe St.

Rockford—H. Carl Greene, 1053 W. State Street.

Waukegan—Waukegan M. C., Mathews Saams, R. 2, B. 2.

West Frankfort—T. H. Dalley.

INDIANA

Hammond—Indian M. C., Henry Doell, 151 Hickory St.

Kokomo—Kokomo M. C., Lewis Woracek, 112 W. Superior St.

Marion—Entronuse M. C., Glenn A. Scott.

Muncie—Muncie M. C., Geo. Simpson.

Peru—Bert Boon.

Richmond—Richmond M. C., Ralph Campbell, 322 N. 21st St.

IOWA

Burlington—J. A. Landon, 209 N. 5th St.

Davenport—A. H. Gottschlich, 430 Brady St.

Iowa City—Wm. L. Novotny, 214 S. Clinton St.

Keokuk—Alfred Kirchner, 1326 Main St.

Marshalltown—J. M. Johnson.

KANSAS

Hutchinson—Hutchinson M. C., E. B. Chase, 1304 N. Prairie St.

New Orleans—Geo. Rothang, care Geo. Gonzales, 1430 Canal.

MARYLAND

Baltimore—Maryland M. C., Ludwig M. Hilpert, 109 N. Bentalou.

Union Bridge—O. W. Hess.

MASSACHUSETTS

Boston—Mass. M. C. Assn., Geo. Ellis.

Hyde Park—Hyde Park M. C., Edward Hallett, 17 Greenwood Ave.

Lowell—Merrimack Valley M. C., Frank O. Fanau, 749 Middlesex St.

North Cambridge—Cambridge M. C., John J. Kelley, 33 Dudley St.

MICHIGAN

Flint—Albert Blanchard, 918 Durant St.

Jackson—Jackson M. C., Vern Casey, 601 Fifth St.

Lansing—Lansing M. C., Raymond C. Rusk, 1524 S. Pa. Ave.

Pontiac—Wm. D. Hess, 543 S. Paddock St.

Saginaw, W. S.—W. Franks.

MINNESOTA

Rochester—Leo. N. Herrick, 312 S. Broadway.

St. Paul—Twin City M. C., H. J. Hauck, 1419 Sherburne Ave.

MISSOURI

St. Louis—St. Louis M. C., J. E. Criner, 3319 Potomac.

NEBRASKA

Holdrege—Carl O. Skoog.

Omaha—Omaha M. C., Ervin Rohlf, 2701 Leavenworth St.

NEW HAMPSHIRE

Keene—M. W. Fitch, Emerald and Main Streets.

Manchester—Manchester M. C., C. F. Jackson, 20 W. Central St.

Newport—Granite State M. C., Edw. Beauchaine, Guild, N. H.

Rockingham Jct.—Richard S. Hilton.

NEW JERSEY

Atlantic City—Atlantic City M. C., Samuel Forbes, 122 N. Florida Ave.

Camden—Camden M. C., Nelson Hubbs, Jr., 820 Pine St.

Dover—Dover M. C., Michael Cartage, 89 Prospect St.

Jersey City—Bergen M. C., A. Lardino, 321 Old Bergen Road.

Paterson—Wm. Slack, 91 Halidon Ave.

Paterson—Paterson M. C., John Luime, 118 Montgomery St.

Plainfield—Geo. L. Simon.

NEW YORK

Brooklyn—Bay Ridge M. C., Ivar Haagstad, 1624 42nd St.

Cortland—Edw. C. Mead, 21½ N. Main St.

Elmira—Elmira M. C., Clarence Jones, care Geo. Ellis.

Gloversville—Indian M. C., M. W. Loft, 110 N. Main St.

Mamaroneck—Westchester Co. M. C., Leo Jubb, 51 W. Post Rd.

Mechanicville—Edgar A. Brunelle, 108 N. Main St.

New York—Crotona M. C., H. B. Kahane, Ferris Mansion, Westchester.

New York—Greenwich Village M. C., S. B. Yarock, 310 W. 14th St.

Plattsburg—John F. Champagne, 80 Elizabeth St.

Randolph—A. L. Turner.

Rochester—Rochester M. C., Louis E. McCrossan, 3 Pulaski St.

Saratoga Springs—Saratoga M. C., Carl Settle, 24 Maple Ave.

Troy—Harley-Davidson M. C., August Warnken, 1315 15th St.

Utica—Geo. T. Lochner, 405 Columbia St.

NORTH CAROLINA

Durham—J. J. Willson.

Durham—S. E. Rochelle.

NORTH DAKOTA

Fargo—Chas. H. Slems, 510 N. Broadway.

OHIO

Cleveland—J. J. Lister.

Cleveland—M. Downey & H. Olson, 2174 E. 9th St.

Dayton—Dayton, M. C., Geo. W. Snyder, 15 Shaw Ave.

Findlay—F. A. Copley.

Toledo—W. Stuart, Al Oberwenger, Jim Miller, Clarence Shaffer.

Wadsworth—A. G. Durling, 110 Broad St.

Wooster—Milton Long, 210 S. Market St.

Wooster—J. R. Bruce.

OREGON

Portland—Rose City M. C.—W. M. Mathena, 171 E. 29th St. North.

PENNSYLVANIA

Altoona—J. E. Shaffer, 1711 Union Ave.

Allentown—John D. Newhart, 605 N. 7th St.

Bethlehem—Bethlehem M. C.—Stewart Kunsman.

Bradford—Chas. T. Frederick, 17 Davis St.

Brownsville—W. D. Pratt.

California—A. H. Lamb.

DuBois—Triangle M. C.—K. K. Irwin, 327 S. Brady St.



Mrs. C. F. Pineau, Atlanta, Ga.

DuBois—DuBois M. C.—A. F. Kuhn, 22 S. Brady St.
Erle—Erle M. C.—Geo. Witterauer, Wood St., R. F. D. 4.
Harrisburg—Harrisburg M. C.—S. A. Froelich, 627 Emerald St.
Irwin—Frank Kober, R. 4, Box 17.
Kane—Jack Caubert, 127 Maple St.
Lancaster—Lancaster M. C.—Elvin L. Brooks, 569 N. Shippen St.
Lebanon—John H. Hull, Box 86.
McDonald—F. A. Shottenheimer.
Pittsburgh—South Hills M. C.—S. C. Hamilton, 5817 Penn Ave.
Reading—Reading M. C.—Ardis Hettinger, 249 Penn St.
Ridgeway—MacRoselli.
Shenandoah—Shenandoah M. C.—Michael Jeville, 221 W. Coal St.
Uniontown—A. R. Crawford, 130 E. Main St.
Uniontown—W. E. Nobel.
York—York M. C.—R. J. Wagner, 50 E. Market St.

RHODE ISLAND

Pawtucket—Rhode Island M. C.—Geo. A. Hunters, 53 Anthony Ave.

SOUTH DAKOTA

Parker—Wm. H. Hargrove, Jr.

TENNESSEE

Chattanooga—M. T. Crumley, 609 E. 16th St.

TEXAS

Amarillo—Arthur C. Moore, 1010 Monroe St.
Dallas—Dallas M. C.—Ira A. Cauble, 211 So. Pearl St.

Waco—B. J. Knowles, 225 So. 8th St.

UTAH

Salt Lake City—J. Louis Anderson, 329 So. State St.

VERMONT

Barre—A. M. Flanders.
St. Johnsbury—M. M. Counsell.

VIRGINIA

Norfolk—Tidewater M. C.—D. McDaniel, 1075 38th St.

Roanoke—Milton Menefee, 114 E. Salem Ave.

WEST VIRGINIA

Charleston—B. E. Andre, Charleston-Kanawha, W. Va.

Wheeling—Harry Wheat, 1010 Market St., and C. L. Chessire.

WISCONSIN

Appleton—F. A. Fassler, 756 Appleton St.
Ashland—Harry Wirtram, care Ashland Cycle Wks.

LaCrosse—John Grabinski, 417 Jay St.

New London—Raymond B. Arndt.

Oshkosh—Karl H. Oaks, 287 Main St.

Prairie Du Chen—Z. T. Zeman, 113 N. Minnesota St.

Rhinelander—Albert E. Danfield

WYOMING

Cheyenne—Floyd McLarin, 210 E. 10th St.

HAWAII

Honolulu—H. B. Smith, 253 N. Queen St., Honolulu, T. H., Honolulu Motorcycle Club.

Ohio Dealers, Take Notice!

Salesmen from four motorcycle factories are in your state circulating a petition that every one of you should sign. If one of these men has not called, write the M. and A. T. A., 326 West Madison street, and one of them will call, or the

THE amalgamated automobile and motorcycle clubs of Germany, held their annual outing and ride recently from Berlin, the feature of the ride being the large number of young women present in attractive uniforms. Photo shows several female members of a strong contingent crowding one motorcycle. Note the automobile type of running board and mudguard on the motorcycle.



petition will be sent for you and the dealers in your city to sign and return to M. and A. T. A. headquarters.

READING RUN A SUCCESS

THE eleventh annual Spring run of the Reading (Pa.) Motorcycle Club on May 7 to Wilkes-Barre and return was a splendid success. There were 25 starters and there were 16 perfect scores at the finish. The first to leave were the sidecars and middleweights which were riding on a 20-mile-an-hour schedule. The others, which consisted of the heavyweight solos, left an hour later on a 24-mile schedule. The route led from Reading to Pottsville, where the first control was handled by William Coleman. The next leaf was good going to Wilkes-Barre, where the noon control was handled by Stull Bros., the Reading Standard dealers, who gave the riders a dinner.

There were no secret controls. The result was 16 ties, and they had to draw

for the prizes. The lack of secrets also did away with the novice prize, the highest score and the team prize, as there were two teams tied and both deserve credit. They were the Indian sidecar team and the Reading Standard solo team. There were six teams to start, and only two finished. The total mileage was 250 miles, 106 going and 144 returning.

The finishers were: Robert Williams, Reading Standard, sidecar; Robert Schell, Harry Hart, Arthur Jones, Indian sidecars; George Newhauser, Harley-Davidson, sidecar; Horace Fritz, Clarence Leibold, Indian Scouts; Armour Anderson, Chas. Cole, Edward Marck, Ace solos; John Heiter, Harley-Davidson solo; George Eisenbise, Alfred Eisenberg, Sol Kulp, Chas. Epler, Floyd Gottschall, Reading Standard solos.

The competition committee were Armour Anderson, Chas. Sweigert, Harry Hart, George Eisenbise, and Ardis Hettinger. The referee was Scott Frankfort.



Some of the participants in the Reading run. Left to right: John Herter, Harley-Davidson solo; Charles Cole, Reading Ace dealer; Mr. and Mrs. Schell. Mrs. Schell was the only woman in the run

New Jersey's Fifteenth Annual Run

ENTRY blanks for the fifteenth annual endurance run of the New Jersey Motorcycle Club are now being distributed. The contest will be held under M. and A. T. A. sanction 618, on Saturday and Sunday, May 27 and 28. This will not interfere with any Decoration Day plans that riders may make.

The course is over excellent highways in New Jersey and Pennsylvania and in the whole 408 miles only two detours must be ridden. One is between Long Branch and Deal. The other is at Hershey, the chocolate town, in Pennsylvania. The latter is two miles around on fair roads.

The schedule is 20 miles per hour for all contestants and the start is from Newark at 10 p. m., finishing about 20 hours later. One stop-over of 30 minutes will be made at Philadelphia.

The checking stations are Asbury Park, 54 miles; Trenton, 100 miles; Philadelphia, 133 miles; Harrisburg, 235 miles; Reading, 291 miles; Bloomsbury, 352 miles; Newark, 408 miles.

To eliminate high speed work on congested roads, the last time check will be located about fourteen miles from Newark. The riders will be held strictly to schedule up to this point. The balance of the run into Newark will be go-as-you-please, the only requirement being that

the riders check out and turn in their cards at Lincoln Park, Newark.

There are six classes of riders recognized. Sidecar and solo with these further divided into trade, expert and novice.

Six solid gold medals will be awarded for highest scores in each class. Silver medals will be awarded for perfect scores and bronzes for 950-999 points. Sidecar passengers entered will receive bronzes if their drivers finish better than 950 points.

Merchandise awards will also be made.

To determine the high score man in each class two acceleration tests will be made. These are building up speed from a standing start over a measured course and timed with an electric timer. At no time is a man competing against anyone except himself. His ability to make two accelerations as near identical at different times during the run is the idea of the test.

One will be held near Rahway at night, while the other will be held near Green Village on the return trip.

Last year Reginald Pink, winner of the expert solo medal, varied but seven-thousandths of a second in his two trials.

He will be riding on a Reading-Standard team this year and expects to repeat his win.

Teams from the Ace and Cleveland are

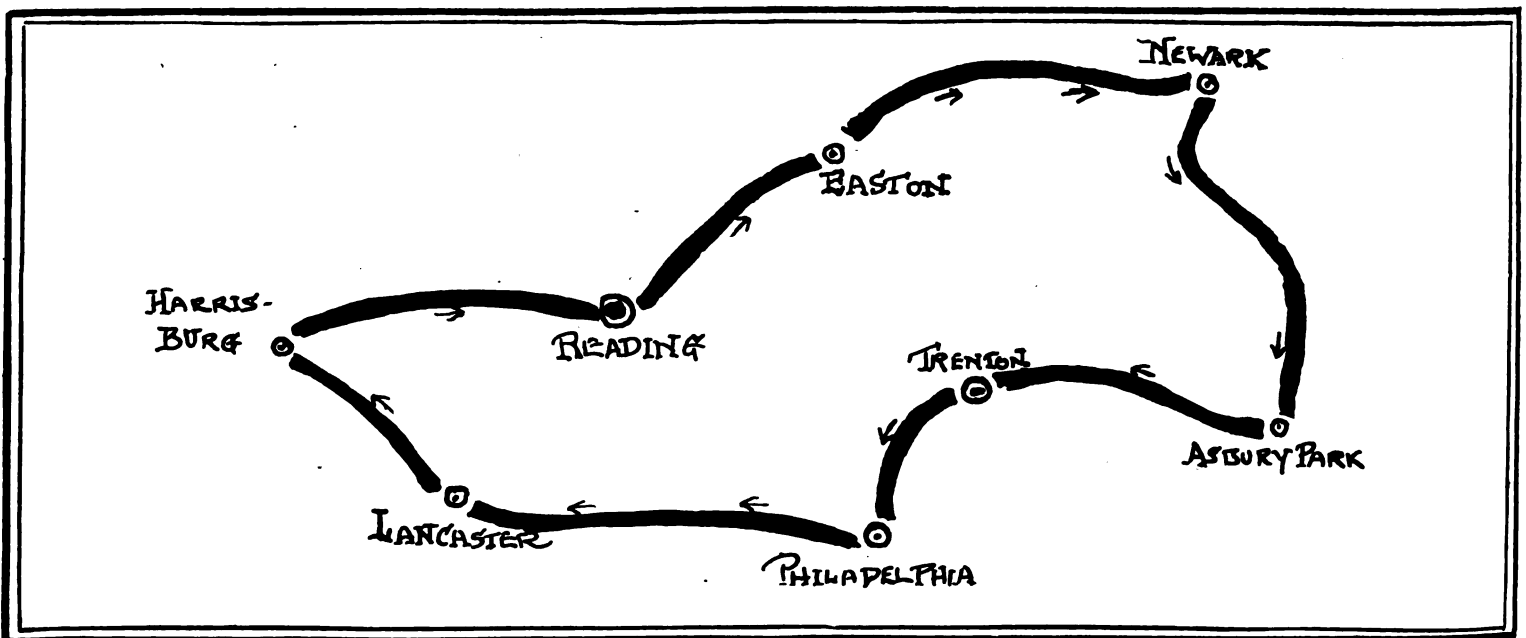
promised in addition to the regular Indian, Harley-Davidson and Henderson teams.

More information may be had from the New Jersey M. C., 127 Washington street, Newark, N. J.

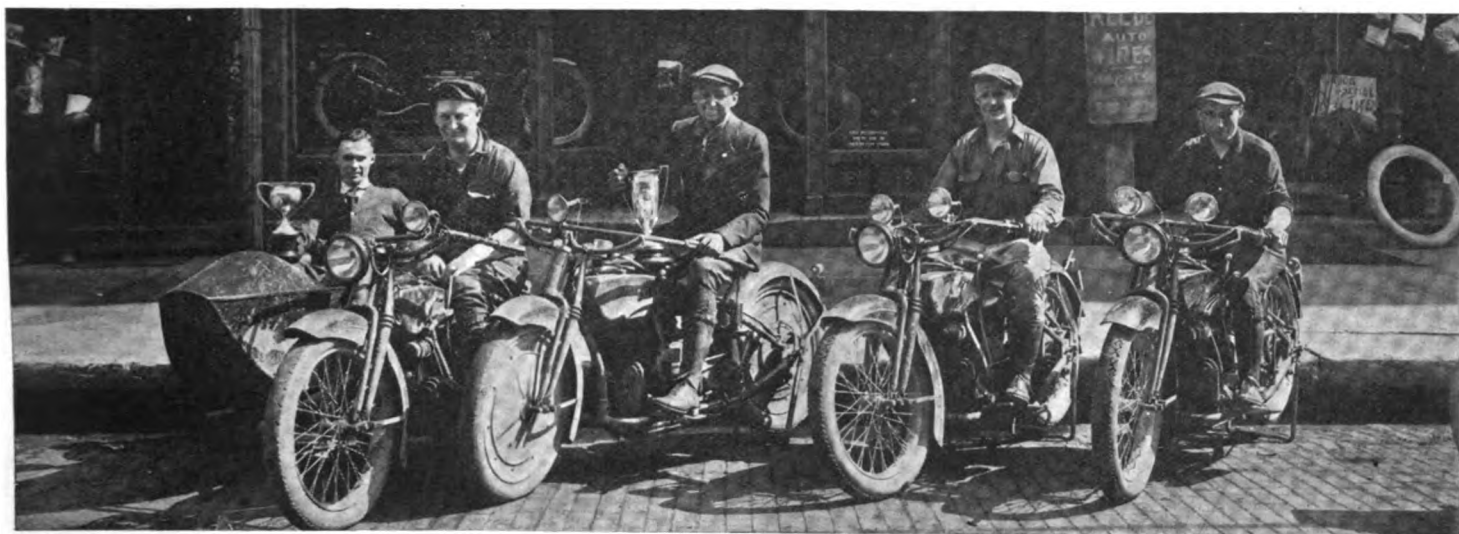
TIRE POWER LOSSES

INVESTIGATIONS of power losses in tires are now being made in the rubber laboratory of the Bureau of Standards, which is equipped with a special dynamometer for the purpose. A great many of the standard makes of tires have been tested on this dynamometer, and valuable data is being obtained concerning the percentage of the power of an automobile engine which is absorbed by the tires under various conditions.

Some interesting figures have already been secured as a result of this work. For instance, an average four-inch fabric tire, under conditions of normal load and air pressure, will absorb approximately .90 h. p. due to rolling resistance at a speed of 25 miles per hour. Under the same conditions, the power loss in a four-inch cord tire is approximately .60 h. p., while a five-inch cord tire represents a loss of 1.20 h. p. The extent to which different parts of the tire contribute to the power loss has also been investigated. It is estimated that from 80 to 85 per cent. of this loss is in the carcass, the tread contributes 10 to 15 per cent., and the tube probably less than five per cent.



The course for New Jersey's fifteenth annual run



The Ace contingent in the Fort Wayne Sectional Endurance Run. Left to right: L. Howe, B. Parks, W. A. Mayer, A. Campbell, A. Bentz

Aces High *in* Fort Wayne Sectional Run

WITH all the reports in and figured, the results show Willie Mayer, the Fort Wayne, Ind., Ace dealer, mounted on the machine he represents, as being high man in the East North Central sectional endurance run, thereby winning the contest, the sectional championship and the solo class award, enough spoils to satisfy most any man. The sidecar class was also grabbed by an Ace mounted rider, Beach Parks by name. He carried a National sidecar.

The run was a twenty-four hour contest over Ohio and Indiana roads and was run in two legs, the first from Fort Wayne to South Bend and return over the Lincoln Highway and the second over the Yellowstone trail to Toledo and return over the Maumee River route. The distance totalled some 400 odd miles and proved a good test both for man and beast (motorcycle).

The field started at midnight Saturday, May 6, and a great crowd was on hand to cheer the riders on. Starter Chas. Gallaly, watch in hand, gave the go sign to Ed Henline mounted on an Indian chief, who was number one, and the rest of the field followed at minute intervals until all were on the way. Old Man Moon was on the job and lit the way so well that the batteries of spots carried by the contestants were not needed and as the first section of the run was over good gravel and stone roads all reached South Bend with plenty of time to spare. All except C. M. Shaw, who, with a lady passenger, the only one to start, missed the course and was never seen again.

At South Bend the contestants were checked in by genial Ralph Gross and E. G. Wegner, the South Bend promoter.

As the first man pulled in at 3 a. m., Gross and Wegner stayed up all night waiting for the riders. Returning to Fort Wayne over the same route with the day breaking, the field ambled along in good shape, reaching Fort Wayne where a hashery breakfast was in order before starting on the final lap.

The last lap took the contestants through Hicksville and Bryan where they were checked by Kratsinger and Weihle, the official club photographers. In addition to signing the checking sheets the contestants were lined up against the wall and shot with a six-shooter Kodak, and then were sent on their way to Toledo, the turning point.

The roads still continued to be good with a detour of no consequence and those still in the running arrived outside of Toledo in good time where they were met by Toledo riders who piloted them through the town to the checking station located at the establishment of Blauvelt & Stuart. That a new day is dawning in that burg is evidenced by the fact that all the Toledo dealers, Big Jim Miller, Harvey Garn, Clarence Shaffer and their staffs were on the job to handle the checking arrangements and take care of the contestants' wants. The stop-over was for an hour and the riders were started off on the last section. Going through Toledo the route was well marked by the local riders with large posters, so the contestants had no trouble in getting through the city.

From Toledo the course was over the river route and it was on this section the real endurance test came in, for heavily rutted clay roads were encountered for some fifty miles which called for skill-

ful and hard driving. To help matters a secret was encountered twenty-five miles from Fort Wayne which was used to break up any ties that would be made. After the secret was passed good roads were again in order and the riders busted along to check in at the finish tired and happy that the end was reached.

After the scores were in and figured there were ten perfect on regular scores out of twelve who finished the route and after the secret checks were figured it showed that Wm. Mayer on an Ace was high man. He was awarded the Hendee cup, a twenty-five-inch silver trophy for his showing. The Harley-Davidson gold medal was awarded to Beach Parks, who rode an Ace National sidecar outfit and turned in the highest score in that class.

In addition to the major prizes were accessories amounting to \$300, which will be portioned among the riders according to their score. Every one starting will be awarded something.

The perfect ten were W. Curtis, Wally Stuart, C. W. Gordon, all mounted on Indian sidecar outfits; Beach Parks, Ace sidecar; H. Murphy and R. Forker, Harley-Davidson solo; W. Mayer, A. Campbell and A. Pentz, all Ace solos and C. Suelzer, Indian solo. To them will be awarded the M. and A. T. A. sectional championship gold medals.

Rain previous to the run, in fact up to one hour before the start, discouraged many who planned on going and while the roads showed the effects of the rain they were sufficiently dried so as to offer no real obstacle to the riders.

The two Harley-Davidson boys, Forker and Murphy, who turned in perfect

scores, deserve considerable credit, coming 250 miles from Chicago to start, which they did with a few hours' sleep and after the run they immediately started for home, having to report for work the next day. Wally Stuart came down from Toledo and thus covered the second leg of the route twice and the rest of the contestants hailed from the Fort Wayne district, most of them having no previous experience in a run of that type, especially P. Poinsette, who rode an Indian Scout. Sixteen years of age and never rode more than forty miles at a stretch before the run, he turned in a score of 931, which under the circumstances is remarkable.

The Ace trio of solo riders rode consistently, only having three points variation in their score which gave them the first three places in the solo class. An example of good sportsmanship was that of Ed. Henline, who, mounted on an Indian Chief, passed up his chances of turning in a perfect score by sticking with his pal, J. Gunkle, who was in trouble.

Considerable tire trouble was encountered due to tacks and nails that strewed the roads in this part of the country. Wally Stuart, busting along at fifty per, threw his sidecar tire twenty feet in the air when a nail dug into it.

Roy Stirk, sporting editor of one of the local dailies, acted as referee and the fact there were no squabbles or protests after the scores were announced speaks well for the capable manner in which he tended to his duties.

ARTLEY DOES A STUNT

FIRST to drive a motorcycle as well as a motor vehicle of any type over the seemingly impossible Tunnel trail from Santa Barbara, Cal., to Gibraltar Dam, Roy Artley turned the hazardous trick last Sunday morning with a 1922 Ace, as his first notable achievement in performance demonstration of that mount. Starting at 8:05 a. m., from the foot of the trail, he reached the dam at noon, the net riding time being two hours and forty-five minutes. One hour and ten minutes were spent in stops for photographs. Bounding among rocks and boulders, over a tortuous winding passage, Artley climbed steadily upward for four miles after starting. Here he reached North Portal Summit and then began a descent of four miles to the dam. In this drop he forded eleven creeks, from four to twelve feet in width and from eight to fourteen inches in depth. Intermingled came the San Ynoz river, which, where he crossed, was eighty feet wide and eighteen inches deep at its shallowest point. This river was crossed under power, with water almost entering the carburetor, according to Artley and witnesses. From beginning to end the trail offered a continuous battle with huge boulders, hairpin turns and narrow passages.

To give traction, skid chains were used,



H. P. Butrick started from Atlanta, Ga., on a recent Sunday for a little jaunt of 400 miles to Montgomery, Ala., and return. Whether he got there or not is unknown, for when he returned to Atlanta he had mama opossum and a family of seven baby opossums in his sidecar

although trouble was experienced in keeping them on when power was applied suddenly to surmount extra hard places. The drive chain also was broken twice as a result of snapping the motor for an extra effort. There were no other troubles of any kind. No oil was added on either leg of the trip and there was no overheating or adjustment of any kind from start to finish, it is claimed. The round trip was slightly over sixteen miles.

The party observing the trip consisted of James Slaybaugh, local dealer; O. L. Baker, Santa Maria motor officer, and three ladies, who followed Artley up the trail on horseback and took pictures at stopping points.

Firestone tires and drive chain grips were used to get traction. It is claimed that the climb was started with the normal supply of oil in the motor and that none was added at any time during the test. The machine is said to be a stock model throughout.

"DAD" BARRATT IS ON HIS WAY

D"AD" BARRATT, of Omaha, Neb., who, with his family, consisting of Mrs. Barratt and their two young daughters, have been Motorcycle Gypsies for the past eight months, have resumed their wanderings after a winter stopover down in sunny Florida. Dad writes us from Nashville, Tenn., to say that on March 24, Mayor Brown of Tampa, signed their touring credentials and they kicked their "Bearcat Gypsy Special" in the ribs and started North by way of Jacksonville, Fla., Macon and Atlanta, Ga., and Chattanooga, Tenn., to Nashville and from there the route is to Louisville, Ky., and Indianapolis.

"Dad" has added a new stunt to his tour. He has a projecting machine and over 50 lantern slides of scenes taken on his travels. Also a couple of reels of

moving picture film. When he hits a town he puts on a show in some dealer's store, for the benefit of the riders, and passes the hat. He also hooks up with the moving picture houses and gives a travalogue. He writes.

"The cash receipts from this source, with the help from the dealers and riders have financed our movements so far since we left Tampa. This also places the motorcycle before the general public as something more than a speed demon, or a machine only for the amusement of the young fellows and their girls; something that the older generation can also enjoy at a very moderate expense of operation. Our 1,550-pound load, together with our complete camping, photographic, and show outfit causes them all to sit up and take notice of our mode of transportation.

"In Macon we camped in the city park and spent several days visiting the boys and put on a show for them at Cliff Walker's Harley-Davidson store. From Macon to Atlanta the roads were fine. On account of so many things happening at this time we did not put on our pictures here, and on Monday morning proceeded to load up our hack and prepare to leave for Chattanooga, Tenn. Between Atlanta and Chattanooga we crossed two low ranges of mountains, the southern end of the Blue Ridge of Georgia. About ten miles south of Atlanta we came into the old Chickamauga battle fields and spent half a day looking them over and taking some views to show the boys in the north. From there we drove to the top of Lookout Mountain, 2,700 feet, and snapped some more pictures. While we were at the top of Lookout it commenced to rain and drizzled all of the way down to the city. We drove to Sam Bright's place, the Harley-Davidson dealer, and Mr. M. T. Crumley, an Indian rider and president of the Chattanooga Motorcycle Club, showed us to the camp grounds in Jackson Park. Our show was well received here by the Chattanooga Motorcycle Club, in a building next to Mr. Bright's store. On the following day, Monday, while crossing the mountain range from Dove to Monteagle, some seven miles, we traveled some of the worst roads we have ever seen, rock and mud, and a steep incline. We had performed most every feat possible with a motorcycle in the line of touring, but this was a new one when we had to teach our machine to climb seven miles of steps, jumping a mud hole between each step. In one place we drove a rock so tight into our frame that we had to use an ax to remove it.

"Nevertheless, after seven hours of hard fighting we had covered eighty-five miles and camped for the night at Tullahoma, Tenn. From there on through Shelbyville, (the home of David Crockett), Murfreesboro, to Nashville, were very good roads, and in spite of the rain we made the seventy-four miles in three hours and ten minutes.

Red Men Get Lion's Share

WHILE no records were broken at the race meet promoted by the California Highway Patrolmen's Association on the San Francisco speedway, May 14, the six thousand people



Ralph Hepburn

who attended the races got their money's worth. Ray Weishaar, Jim Davis and Ralph Hepburn made every event a race from start to finish. Fred Ludlow and Otto Walker were outclassed and it was up to Weishaar to uphold the Harley-Davidson colors which he made a manful effort to do. He won the ten-mile opener but Hepburn captured the miss-and-out which was substituted for the fifteen-mile event on the card; Davis nosed in ahead on the 25-mile and Hepburn grabbed the 50-mile, but Weishaar was a close second every time.

The spectators, who braved the hottest day of the year, were rewarded by a thrill every second during the races. The 10-mile race was won by Ray Weishaar after a sensational contest. He took the lead and held it for three laps but on the fourth lap let Jim Davis and Ralph Hepburn head him and ran third till within two hundred yards of the finish line when suddenly his red body, white sleeves, and drab Harley flashed to the top of the boards, almost scraping the rail, then swooped down and over the finish line ahead a few feet.

The crowd was on its feet from the start of the second event, the fifteen mile miss and out contest. Excitement was keen when all were flagged out but Hepburn, Weishaar and Otto Walker who showed one of the most thrilling laps ever seen. Walker was flagged out and

Hepburn and Weishaar ran wheel to wheel almost till Hepburn's orange Indian flashed over the line ahead by less than a foot, having the six laps in four minutes, twenty seconds.

The five-mile event was won by Jim Davis after a startling exhibition of daredevil riding. Davis seemed to toy with death, and his green body, white sleeves and red Indian formed the center of attention as he darted ahead, then fell back, then topped the track and finally shot down from the top ahead by a narrow margin with Weishaar second and Hepburn third.

The main event of the day, a fifty-mile race, was won by Hepburn. The contest was close between Hepburn, Weishaar and Davis. Otto Walker was one of the favorites, but threw a tire. He limped to the pits not badly hurt. The race was then between Hepburn, Wei-



Ray Weishaar

shaar and Davis, who were often wheel to wheel and finished Hepburn, Weishaar, Davis, with Bob Sargesian (Indian) fourth.

The Barney Oldfield diamond medal for master ridership went to Hepburn.

SUMMARIES

10-mile, open—Ray Weishaar, Harley Davidson, first; Jim Davis, Indian, second; Ralph Hepburn, Indian, third. Time, 5:47 2/5.

Miss-and-out — Ralph Hepburn, Indian, first; Ray Weishaar, Harley-Davidson, second; Otto Walker, Harley-Davidson, third.

25-mile, open—Jim Davis, Indian, first; Ray Weishaar, Harley-Davidson, second; Ralph Hepburn, Indian, third. Time, 14:49 2/5.

50-mile, open—Ralph Hepburn, Indian, first; Ray Weishaar, Harley-Davidson, second; Jim Davis, Indian, third. Time, doubtful.

Equipment of winners—Weishaar—Firestone tires, Bosch magneto, Diamond chains, Schebler carburetor, Wright plugs. Davis—Goodyear tires, Bosch magneto, Diamond chains, Schebler carburetor, Bosch plugs. Hepburn—Firestone tires, Bosch magneto, Diamond chains, Schebler carburetor, Bosch plugs.

1922 M. M. A. GYPSY TOURS

UNDER a superb Spring moon whose watchful eye placidly takes in our night life, George "Usco" Ellis held his

first Gypsy Tour meeting to set in action plans for the 1922 tours of the Massachusetts Motorcycle Association, which will be held on June 17-18-19 to Old Orchard Beach, Me. Through the kindness of "Bill" Donovan, the dealers gathered at the Goodrich Tire & Rubber Co.'s office in Boston. In previous years, Jes Campbell has held the tour mastership which he resigned due to his entering into business in Philadelphia. A. B. Coffman has appointed "Usco" to fill the bill this year. It is his hope to put across the best tour that ever has pulled out of Boston. As he puts it—"With the co-operation of everyone from the factory to rider and lovers of the sport, it can be done." Usco has his hands full as he is chairman of the Competition Committee and also will act as referee, so everyone concerned should lend a helping hand.

One of his new ideas toward making this year's tour the best ever is to have a band in sidecars leading the riders from Boston to Old Orchard. If this plan can be worked out it should give the tour due popularity and publicity. Three assistant tour masters were appointed—



Jim Davis

Chas. Cartwright, manager of George N. Holden's (Indian District); W. E. Holliday, manager Haverford Cycle Co. of Boston and F. G. Coolidge, Harley-Davidson branch manager for New England.

(Continued on page 21)

Sixty-Six Start in Crotona Run

So Many Perfect Scores That Club Officials Must Resort to Secret Checks and Winners Are Not Yet Determined

THERE were 66 starters in the Crotona Motorcycle Club's 24-hour run, Saturday and Sunday. Of these 58 finished, most of them on time at the last check, though a few lost points and one or two were nearly an hour late, due to hard luck of various kinds.

The referee and contest committee worked until midnight Monday trying to determine the final results but there were so many perfect on the regular scores, that the four secret checks were found very necessary to break ties. Figuring all this out takes time and the committee declared Tuesday that it would be impossible to give the final results for several days.

Due credit must be given to the out-of-town riders who had already covered 100 miles or more Saturday afternoon, in order to start, and had the same distance to go to get home after the finish. These riders came from Philadelphia, Waterbury, Reading, Long Island, Port Jervis and New Jersey. John Peters checked them out and Sam Most checked them in.

Jack Welton on an Indian Scout was the first man to check out at 9:16, followed at one minute intervals by the 66 other contestants. Miss Francis Loeb, driving an Indian sidecar outfit with John Monte as passenger mechanic, was the only female driver to enter the run. She had plenty of time to spare at the finish, with her machine in perfect condition.

The Ace motorcycle was well represented, having seven riders in the run and all came through with flying colors.

Harley-Davidson riders were in the majority. Thank Mr. G. A. Woods for that. Mr. Woods was also a very liberal contributor of prizes. Reggie Pink was the only Reading-Standard contestant. He came through without a scratch except to his temper which was a little ruffled over an occurrence at one of the secret checks.

Sixty-one riders checked in at the noon control, established at the Hendee factory at Springfield, Mass., in charge of H. E. Haley, of the Hendee sales department, assisted by T. J. Ritchie. G. H. Ramsdell signed the checking cards for the boys. With several other efficient assistants the incoming and outgoing controls were ably handled.

The Springfield police were lenient with the riders, although they have plenty of strict traffic laws, which puzzle out-of-town riders, but no arrests were reported.

The Hendee Mfg. Co. deserves many thanks for the treatment accorded the contestants regardless of the make of machine they rode. W. S. Burton was in

charge of the repairs. Free Texas oil and gasoline was furnished the riders, also a free meal at the Highland restaurant where four pretty waitresses enhanced the good dinner.

Credit is due Dyer & Everett, Harley-Davidson dealers in Springfield, for the able manner in which they assisted Harley-Davidson riders at Springfield with free service.

Referee Frederic Nissen has ruled out the Poughkeepsie check, because it was not located at the place stated on the checking cards and many riders had diffi-

culty in finding it. Other checks as established are O. K.

Road Captain Sam Most was a busy boy. Besides supervising all of the detailed arrangements for the run he helped check the riders out and in at the start and finish. Moreover there was a young lady on the side lines who seemed to require considerable attention.

Paul Rick was the handy man with a perfect watch. He saw to it that the riders came in on the dot.

SEEN AND HEARD ABOUT THE COURSE

Jack Welton killed a black cat. He came in with a sore knee. * * *

There were two lady sidecar passengers, Mrs. Ernest Blauvelt and Miss Catherine Loud. They managed to keep their faces clean and their noses powdered at all points (on the course). * * *

Miss Eva Kolberg (Mrs. Almost), who keeps Sam from the meetings, had charge of all money Sam collected at the start. (Sam believes in starting 'em right.) He is holding out until the \$10 wedding present is raised to \$15; or maybe she is. * * *

Joseph Velardo hit a dog and his machine did the dog trot. * * *

Pop Kirschner kept Henry Kahane busy pumping up seven inner tubes on the route to Springfield. He got a new Goodyear Blue Streak at the factory. (Easy, Pop; you will get another free one.) * * *

The boys at the factory sure could fill the machines with gas and oil under pressure. * * *

"T. N. T." Terpening, the dynamite kid, came in O. K., with a clean white collar and tie and not even a smudge of dust on his nose. Some credit for this stunt must surely be given to the rubberall suit which he sported. (And we did not even get a glimpse of that pretty blonde.) * * *

Reggie Pink, after using up a huge store of vitality on the run, unloaded a few paragraphs on A. B. Coffman when he cornered the Competition Chairman at the finish. * * *

Jack Neis, the "dumb wop" from Philadelphia, had a good make-up at the finish. * * *

Herman Levitt, the official artist, used a little white paint not only on the machine but also on his Sunday best. * * *

There was very little hay wire in evidence at the finish. Good roads and no rain helped a lot. Besides, they are making them better every year. * * *

Jes Campbell, the man with the slouch hat from the Quaker City, came through on his Harley-Davidson Sport, by heck. * * *

Indoor Sports—Checking up Time Sheets. * * *

Arnie Rehfeld, sidecar passenger, said

Sanctions Issued

ENDURANCE RUNS

May 21—Pike's Peak Motorcycle Association, Colorado Springs, Colorado, Sanction 632. (Route—Colorado Springs over Cripple Creek Stage Road to Cripple Creek, returning to Colorado Springs via Ute Pass.)

May 27-28—New Jersey Motorcycle Club, Newark, N. J. Sanction 618.

May 28—Maryland Motorcycle Club, Baltimore, Md., Sanction 598. (Baltimore, Annapolis, Gaithersburg, Frederick, Westminster, Bel Air, Baltimore.)

May 30—Triangle Motorcycle Club, Du Bois, Pa. Sanction 599. (Route—Du Bois to Jamestown, N. Y., to Olean, N. Y., to Du Bois.)

July 15—Du Bois Motorcycle Club, Du Bois, Pa., Sanction 613. (Route—Du Bois, Curwensville, Clearfield, Phillipsburgh, Port Matilda, Belfonte, Lock Haven and Du Bois.)

July 15 and 16—South Hills Motorcycle Club, Pittsburgh, Pa. Sanction 610. (Route—Pittsburgh to Baltimore, Md., and return. Go over Lincoln Highway return over National Pike.)

SECTIONAL ENDURANCE RUNS

June 3 and 4—Middle Atlantic Sectional, Syracuse Motorcycle Club, Syracuse, N. Y. Sanction 588. (Route not given.)

SECTIONAL HILL CLIMBS

June 25—Middle Atlantic Sectional, Rochester Motorcycle Club, Egypt, N. Y. Sanction 608.

June 18—South Pacific Sectional—Golden Gate Motorcycle Club, San Francisco, Cal. Sanction 607.

HILL CLIMB

May 30—Blair County Motorcycle Club, Altoona, Pa. Sanction 631.

June 18—Leo N. Herrick, Rochester, Minn. Sanction 622.

June 18—Rose City Motorcycle Club, Seattle, Wash. Sanction 623.

June 18—Tri-States Athletic and Motorcycle Club, Triple City Motorcycle Club, Martin's Creek, Pa. Sanction 617.

PRIVATE OWNERS SECRET DEST. RUN

May 17—Camden Motorcycle Club, Inc., Camden, N. J. Sanction 619.

RACE MEET

May 28-30—E. F. Wegner, Springbrook Park, So. Bend, Ind. Sanction 625.

May 30—J. F. Kunc & Son, Loveland, Colo. Sanction 614.

May 30—Southern Motor Racing Association, Baltimore, Mr. Sanction 620.

May 28—Ray A. Garrity, Lockport, N. Y. Sanction 627.

July 4—Butler Aerle No. 407, F. O. E., Hamilton, Ohio. Sanction 629.

August 6—R. L. Clark, Milwaukee, Wis. (Includes: 10 ml. 61-inch, and 25 ml. 30-50-inch Solo, 25 ml. Sidecar National Championship.) Sanction 630.

May 18, 1922

good night to George Cefelli and hit the hay.

* * *

Referee Fred Nissen and Paul Rick, who helped check them out at the start, commandeered a flivver and started at 1:30 a. m. Sunday morning for Springfield. They encountered one secret check when a cop held them up and inspected their license and four semi-secret checks when they stopped for coffee. They reached Springfield at 7:20, and after four hours of rest changing inner tubes, tightening nuts and oiling the springs, they were ready to check out at 1:30. They were back in New York at 8.

* * *

There were two Stern Bros. on the course and four cutting the course. Some gang!

* * *

Among the most interested spectators at the start and finish was Chairman A. B. Coffman of the M. & A. T. A. competition committee. A. B. landed in New York Saturday morning and the first thing he heard about was the Crotona run. He saw them start and he saw them finish, and he said it reminded him of the old days, when he was a sporty young endurance rider, because it was so different.

* * *

Sales Manager Arthur Davidson of the Harley-Davidson Motor Company was another spectator from a long ways off. He also arrived in New York Saturday and promptly accepted an invitation to see the finish of the run. He stuck until the last man checked in, too. Monday night he attended a meeting of the metropolitan dealers held to consider plans for a race meet at Singac, July 4.

* * *

Others among the old-timers that we saw among the crowd were George Woods, Cal Webber and Frank Snook. Snook said he was glad he didn't have to referee.

* * *

The police officers who kept the crowds in order and the course clear at the start and finish are entitled to a vote of thanks. They gave the club officials the finest kind of cooperation and the boys want them to know it is appreciated.

* * *

At Springfield, District Manager James Luke of Boston, and H. E. Shaw, local manager of the Texas Oil Company, provided two tank pumps and furnished all of the contestants who needed it with lubricating oil gratis.

* * *

One man who was missed this year was E. B. Holton. We don't know whether E. B. is getting old or just lazy. He says

A winding country road, a sweetheart and a motorcycle, on a sunny day in May makes a combination hard to beat.



it's neither, but that he was busy getting ready for the New Jersey run.

* * *

Miss Frances Loeb was the only woman driver in the run and she came through with flying colors. Some of the boys were foolish enough to place a few small wagers



Sergeant Olmstead of the South Bend, Ind., Police Force, on his new mount

that a woman couldn't make the grind and now they wish they had used better judgment.

* * *

Then there was F. J. Forrie of Port Jervis, who came still farther to get into the excitement, and, incidentally, to advertise the Gypsy Tour hill climb that the Port Jervis boys are planning to pull off next week. Moreover, he carried a tandem passenger through the entire run, and he also checked in on time.

Sales Manager Ed. Buffum, of the Hendee Manufacturing Company wasn't satisfied with seeing them check in at Springfield. He had to see the finish in New York. He was waiting at the chalk line nearly half an hour before No. 1 on his Indian Scout signed the final check sheet on the dot at 8:16 and was followed by Nos. 2 and 3, also Indian-mounted, also on time.

* * *

Referee Fred Nissen is a thorough official. He gave close supervision to the start of the run from Fordham Square, and then started himself at midnight for Springfield, where he greeted the contestants on their arrival shortly before noon the next day. Here he checked up all the loose ends and then beat it back to New York, arriving considerably ahead of the first rider to check in, and was on hand to see them all finish. It's hard to put anything over on Fred.

1922 M. M. A. GYPSY TOUR

(Continued from page 19)

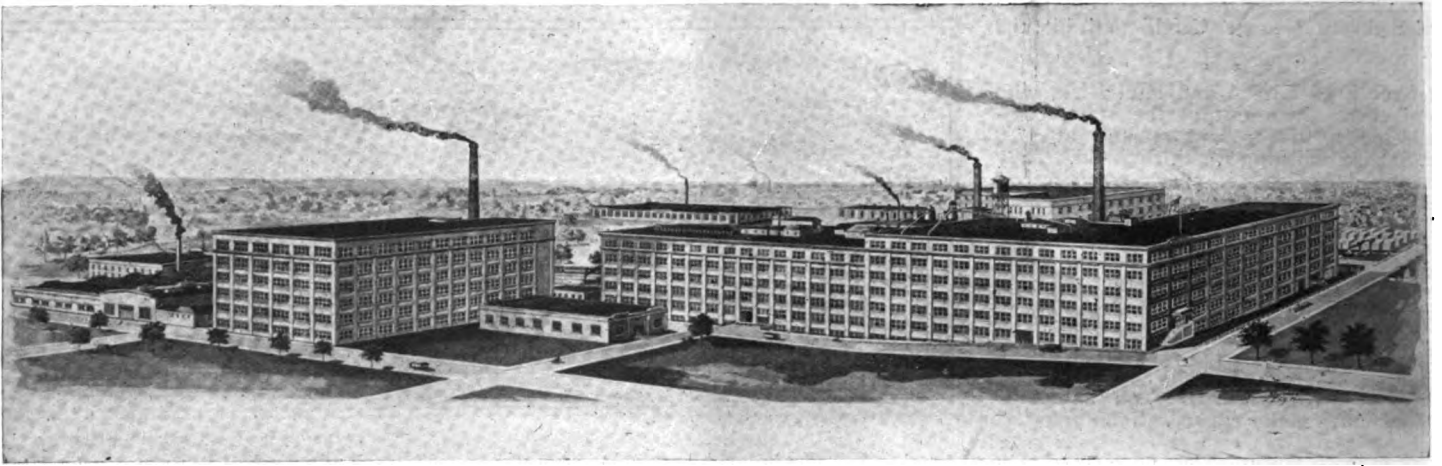
The Cambridge Motorcycle Club will play the leading part in this year's tour as they will head the lineup due to the passing out of the Tri-Mount Club who led the tour last year. This club has also sprung a surprise this year by announcing that they would give a five-dollar gold piece and a banner to the most attractive girl rider in the tour and would crown her tour queen. Who wants to be a judge? "Usco" has been selected chairman of the judges—poor "Usco"—the balance of judges are to be appointed by him. (Don't forget your vanity cases, girls).

The miscellaneous sports have been turned over to the Cambridge M. C. who will no doubt have a fine list to keep the ladies and other fans interested for a while. There will be a list of time trials to keep the "speed hounds" going and "Usco" has appointed Rapkin, Cartwright and Holliday as a committee to arrange a set of races for strictly amateurs and novice riders with *stock machines*, the committee to have full power to act. Any rider who enters these events with any machine other than a stock machine will prove himself to be a poor sportsman.

The next meeting will be held June 5 at the office of the B. F. Goodrich Tire & Rubber Co., Boylston street, at 7:30 p. m. Everybody welcome. Information cheerfully given and accepted.



Radio equipped motorcycles for police are already an actuality. This picture shows Officers Walker and Flanagan of the New York force, equipped with the latest thing in machine guns and a radio receiver. This gun can be fired from the shoulder and will discharge at the rate of 1,000 shots to the minute. Both ball and birdshot cartridges are used.



The Harley-Davidson factory of today, erected almost on the site of the little shed in which four boys began their experiments with a motor to make a bicycle go, back in 1903

Little Journeys in the Cycle Field

By W. H. Parsons
No. 8

FROM Chicago to Milwaukee is a two hours' ride and you can get a train almost hourly. It is practically suburban service, but you want to be careful which city you call the suburb. When you are in Chicago it is safe to speak of Milwaukee as a suburb, but when you are in Milwaukee it is wiser to call the Windy City the annex to the Cream City.

"F. M." wanted to know why Milwaukee was called the "Cream City." He said it had always been his impression that something a lot stronger than dairy products had made Milwaukee famous and asked if the nickname came from the foam. It didn't. Years ago, when Milwaukee was young and the cement trust hadn't been heard of, the manufacture of cream-colored brick was one of the principal industries of the vicinity and Milwaukee was loyal to home product. So many of the stores and larger buildings were of cream brick that the nickname "Cream City" was very appropriate. Even in these days of concrete and iron a good proportion of Milwaukee is built of brick.

We decided to take an early morning train from Chicago to Milwaukee. The time-table said the 8 o'clock express would get us there about 10. We were up at 7, walked the ten blocks from the hotel to the depot to work up an appetite; loaded up on wheat cakes and coffee

at the lunch counter; laid in a supply of cigars, and climbed into the smoker. It was raining when we reached Milwaukee, so we hailed a taxi and fifteen minutes later handed our cards through the little window to the dignified old gentleman who guards the portals of the Harley-Davidson factory. Other companies may doll up their information desks with pretty girls all they please, but the Harley-Davidson information desk offers no temptation to the flirtatious caller. The present incumbent is a comparative newcomer, having succeeded a couple of years ago to the vacancy left by the death of an ancient Scotchman, who had welcomed callers for ten years, and knew all of us regulars by their first names. He had a way of saying: "Good

morning, Mr. Parsons. Mr. Walter Davidson is out of town, but Mr. Arthur Davidson is in. Just be seated a moment and I'll let him know you are here." The way he said it made you feel that the whole factory organization was waiting eagerly to greet you. Then, when the word came that the coast was clear, he would make you feel still more like one of the family by saying: "You know where his office is; just walk right in." And you felt quite important as you made your way down the hall. Of course this was after he got to know you; but even on your first visit you were made to feel that it was quite an honor to have you call. The present incumbent is a worthy successor. Long may he greet us as we make our periodical visits to the Milwaukee factory.

This time it happened to be Walter who was at home and Arthur who was out of town, but Walter was down town when we arrived at the factory, so we sent our cards in to Advertising Manager W. E. Kleimenhagen and Domestic Sales Manager T. A. Miller, both of whom we were told were "at home." We spent an hour and a half with them and were very much impressed with their "coats off and dig in" spirit, and especially with their views on the future of the motorcycle business. Indeed, this season's business, except insofar as constitutes the laying of the foundation for next season and the years to follow, did not seem to



The back-yard shed that was the first home of the Harley-Davidson Motor Company

WALTER DAVIDSON, who has been prominent in the industrial life of Milwaukee for years, might be said to have really made his official entry into the motorcycle industry in 1903, when, after criticizing the rather crude first attempts of his brother, Arthur, and his friend, William Harley, at building a motorcycle, he was invited, not unkindly to go ahead and see what kind of a machine he could build. He took up the challenge, put into his work the thoroughness and determination that still characterizes it, had Arthur and Harley assisting him nights, and, needless to say, succeeded in turning out a real motorcycle, for which they found a market almost immediately.

That was the real beginning of the Harley-Davidson Motor Co., and likewise marked the launching of Walter Davidson on his motorcycle career, for from that time to the present Walter has been most actively identified with the business. Three machines were gotten out in 1904, and

this number was almost doubled in 1905.



It was in 1906 and 1907 that Walter did much to build up the Harley-Davidson's reputation for speed and endurance by taking part in various race meets held at Chicago, Crown Point, Ind., and other places, and winning several of the events. It was in 1908, however, when he won the diamond medal for capturing the world's economy record, which was held under the rules of the F. A. M., that the young concern came to the attention of the East, with the result that their standing as motorcycle manufacturers was assured. Since that time he has been one of the recognized leaders in the industry.

Under the wise guidance of Walter Davidson as president and general manager, the Harley-Davidson Motor Co. has grown by leaps and bounds within the last fifteen years, as everybody knows. Undeniably, his interest in things mechanical in early life and the thorough mechanical training which he acquired under the tutelage of various prominent Milwaukee concerns had their influence in fitting him for the responsibilities of this position.

greatly concern them. Months ago the Harley-Davidson organization made a careful analysis of conditions and decided that a certain quota of machines could be marketed during the 1922 season, and made their plans accordingly. A monthly production quota was established somewhat above the estimated demand for the earlier part of the year, with a view to building up a surplus in the store-room so as to meet the orders that are always bunched during the height of the riding season, without the necessity of rush production during those months. The idea was to maintain a standard force of workers in the factory and keep production on an even keel throughout the year. The only mistake they made was in fixing the quota too low. The sales department was very proud of the fact that instead of building up a surplus they had kept sales so close to production that up to the time we were there the shipping department

had not been able to accumulate enough finished machines, crated, in the store room, to fill the orders for more than a week ahead, and they were considering increasing the monthly quota.

"We didn't plan for a record produc-

tion or anything like it this year," said Miller. "During the war, when the Government was taking the greater proportion of our production, and in 1919 and 1920, when it was almost impossible to get material or to ship the finished machines, because of

material shortage and disrupted transportation facilities, and then on top of this the general business slump of 1921, many dealers either went out of business because they were in the army or were unable to make the grade, with the result that we, with all other manufacturers, found ourselves at the beginning of the 1922 season faced with the necessity of rebuilding our dealer organization. It is in this work of creating a new organization around the nucleus of those who weathered the storm that we are putting our greatest efforts. The results have been better than we had expected, and that's why the surplus we planned to have on hand for the opening of the riding



ARTHUR DAVIDSON, now secretary and general sales manager of the Harley-Davidson Motor Co., and a native of Milwaukee, got started on his motorcycle career in 1901 at the same time as his chum, William Harley. He was learning the

pattern maker's trade during the day, but evenings and Sundays he spent with his pal experimenting with gas engines. His part of the work was to make the patterns, while Harley drew the designs.

It was some time in 1901 when through an old German draughtsman who had learned something of motorcycling in Europe and who knew the De-Dion type of gasoline motor as adapted to motorcycle construction, he became interested in working out designs in gas engines for motorcycles. During the next two years, Arthur spent all his spare time with Harley working on the "Big Idea." In 1903, after they imbued his brother Walter with the "motorcycle bug" and persuaded him to devote his entire time to working it out, and Harley left to study engineering at the University, Arthur continued to work at his regular job during the day time and to spend his evenings with Walter on the motorcycle. After a while the motorcycle came along so well that he quit this work and put in his entire time helping his brother.

Since then he has always taken an active interest not only in the business, but in the industry as a whole. After a year or two, when they were fairly launched and found it necessary to employ others to help them, Arthur took charge of the office end of the work. Versatile in ability, a reader of men and a good mixer, he was particularly fitted for this position. Of late years, however, he has applied himself almost entirely to the sales end of the business.



WILLIAM S. HARLEY, treasurer, chief engineer, and designer, of the Harley-Davidson Motor Co., became interested in motorcycles in 1901. At this time he was a draftsman for a Milwaukee manufacturing concern. Arthur Davidson was working for the same firm as a pattern maker apprentice.

Arthur Davidson and Wm. Harley were boyhood friends, and together they made the patterns for this motorcycle engine which Harley had designed. These engines were very small, being $2\frac{1}{8}$ in. bore by $2\frac{7}{8}$ in. stroke, and were intended to be used in connection with a bicycle. Both Wm. Harley and Arthur Davidson finished up these engines and adapted them to the bicycle successfully. However, the power was not sufficient and after experimenting a bit, they decided to build a larger engine.

Wm. Harley designed and made the drawings for a 3 in. by $3\frac{1}{2}$ in. engine and he and Arthur made the patterns for this motor. Along in 1903 they interested Walter Davidson, who at that time was a tool maker and got him to undertake the problem of manufacturing the engine.

About this time, Wm. Harley decided upon a university course in order to get a more thorough knowledge of engineering and particularly gas engine engineering. While carrying on his studies at the State University at Madison, he continued to do the designing and engineering on the first Harley-Davidson motorcycles. In 1908, after graduating with honors, he returned to Milwaukee; and, as chief engineer and designer of the Harley-Davidson Motor Co., Mr. Harley has been a big figure in the motorcycle world for some years. Due to his rigid adherence to high standards of engineering the Engineering Department of the Harley-Davidson Motor Co. has laid the foundation for the production of a high-grade, sterling motorcycle.

season has not materialized. For instance, in the month of March contracts were made with thirty-one new dealers, a new agency a day—a record that would have been considered exceptional even in the boom days.

"Another factor which we had considered would lessen the demand during the early part of the season was the fact that most of the dealers were pretty well stocked up on used machines and we knew these would have to be disposed of, and that it would be quite natural for the dealers to want to get their money out of this stock first. These used machines have moved much faster than we anticipated. We believe one of the reasons, probably the chief reason, aside from the dealers' necessity for cash and the resulting special sales effort they made, is the fact that it has always been the policy of the company to urge dealers to thoroughly rebuild their used machines and sell them with the same guarantee the factory gives on a new machine. To make this possible several years ago we inaugurated the plan of a training school at the factory during the winter months, giving dealers and their repair men intensive training in repairing and rebuilding used machines. Also we manufactured and sold to the dealers the special tools and equipment they needed for this work. Consequently, Harley-Davidson dealers in all parts of the country were able to offer their prospects genuine bargains in competently rebuilt machines, and the stock of secondhands was so rapidly disposed of that the bulk of them were out of the way and the floors cleared for the new machines early in the year. The 'used machine problem' has not been nearly as serious with our dealers as it might have been if this policy had not been established."

While Miller was talking Kleimn-hagen picked up the phone and told Mrs. Kleimn-hagen he would not be home for lunch. Then he suggested that we slip over to "Fritz's" and fortify ourselves for a trip through the factory in the afternoon.

There was a time, before it became a crime to blow the foam off of the top of anything stronger than one-half of 1 per cent., that they served a tiptop lunch at a nearby brewery, which you liquidated with "dark" or "light," as your preference might be, but since that is gone the brewery lunch is not so popular. Fritz runs one of those places where you used to put your foot on the brass rail. The rail is still there, but there is no longer any zest in putting your foot on it. But he serves a dandy lunch just the same.

While we were eating, the rain turned to sleet and as we were picking our way gingerly along back to the factory, we saw a big automobile turning circles on the slippery asphalt a block of so ahead of us. It finally came to a halt beside the curb, and we discovered that it was President Walter Davidson doing a few



WILLIAM A. DAVIDSON, vice-president and works manager of the Harley-Davidson Motor Co., although the oldest of the Davidson brothers, was the last one to become interested in the business. It was in the fall of 1906, three years after the boys had completed their first motorcycle, that William was persuaded to join forces with Harley and his two brothers, Walter and Arthur, and to take charge of the shop. Previous to that time he had been working as foreman in the C. M. & St. P. Railroad shops, in which position the knowledge he gained as director of men was to prove invaluable in his new work. Aside from this, he was an expert tool maker, and the knack of tool-making was an adjunct that counted in the improvement of parts in the machine. In fact, William's entry into the business really meant adding a talent to the small company, that the three other men, all with one particular bent they were especially good at, did not wish or have time to follow, thus fortunately making possible the harmonious working out of their big idea—that of building an efficient and economical four-cycle engine.

From that time to this, William Davidson has played a big part in the company's progress, how big it is not hard to realize when it is considered that the Harley-Davidson factory is one of the most efficiently conducted factories in the country, despite the fact that it has taken skillful maneuvering and wise management to keep apace with it. A further tribute to his ability is the fact that the company has had practically no labor trouble in its nineteen years of existence, and the labor turnover is smaller than that in the average big manufacturing plant.

Perhaps some of the younger generation may not remember when Walter Davidson—President Walter Davidson, of the Harley-Davidson Motor Co.—was a shining light on track and road. This picture was taken in 1909 and shows four perfect score winners in the F. A. M. run from Cleveland to Indianapolis. Left to right, they are: Lacy Crolus, Frank Ollerman, Walter Davidson and R. E. Underhill. They were neat riders in those days



stunts in front of his home, which is only a couple of blocks from the factory.

Kleimenhagen volunteered to act as guide and said we would start at the top and work down, which was a very good idea, for, by the time you have traveled through buildings six stories high and containing over half a million square feet of floor space, it's a whole lot easier to walk down stairs than up.

In the factory we found confirmation of the plan of steady, uniform production of which Miller had told us. Every department was working, and production was going along in an orderly way from the raw material to the finished and crated machines. If there were a hundred sets of transmissions being assembled in one department we would find a hundred sets of crank-cases and cylinders going through the next, and a hundred frames in the next, and so on, down to the testing and shipping departments.

Back in the offices we found President Walter Davidson with a few minutes of spare time and got him to tell us of some of the early history of the Harley-Davidson motorcycle.

It is not unlike that of hundreds of other successful businesses throughout the United States, that are the reward of unbounded faith in an idea, and real ambition and determination to succeed on the part of their founders.

Certainly, Will Harley and Walter and Arthur Davidson had little more than faith and determination to succeed when they started on their motorcycle career in 1903, nineteen years ago. They had no capital outside of their daily wages, for at that time they worked all day at their trades (pattern and tool makers) and then would hurry home and work on the "Big Idea." The "Big Idea," of course, was the motorcycle that they were experimenting with. Their factory was a shed just big enough to turn around in, which they had built in the Davidson back yard. The first machines were finally completed, and though crude, some

of the motors are still used today on a few local motorboats.

Their early experience as pattern and tool makers has been a big asset even since. All through the factory we found special machines and tools designed and built to meet the special needs of manufacturing motorcycles; tools that mean much to the quality and efficiency of the finished product.

The real start was made in 1904, when the little company turned out three complete machines, which attracted widespread attention and encouraged them to build a larger shop and to operate on a bigger scale. In 1906 Walter and Arthur Davidson and William Harley, the latter having, in the meantime, finished a course in engineering at the State University, left their jobs and devoted their time exclusively to manufacturing their own motorcycles.

The business was doubling and redoubling each year. In 1907 William Davidson, a skilled toolmaker, was invited into the firm as superintendent. Another year saw 400 machines turned out. In 1909 the output rose to 1,000

and the factory was taxed to capacity to meet the demands.

This year marked a great epoch in the boys' business. Automatic machinery was installed, speeding up production and transforming their little shop into a plant whirling with activity. It was only natural that in 1912 a modern plant of 187,000 square feet of floor space should arise almost on the spot of the original backyard shed. Since then additions have been made, bringing the present floor area to 542,258 square feet. The value of the machine equipment alone is \$1,000,000. In normal times 2,000 men are employed and the value of the annual output averages twelve and a quarter million dollars.

It was still raining when it came time for us to hustle for our train back to Chicago, so we had a rather moist time in Milwaukee, but it wasn't like the old days. The Palm Garden is closed and so are all of the other places where once you could spend an evening surrounded by good music and surrounding good cheer. Anyway, there is a silver lining. They still make Harley-Davidson motorcycles there. (To Be Continued.)

And here we have an old-timer of Arthur Davidson and one of his cronies with their belt-drive, battery ignition Harley-Davidson. Arthur is the nifty boy at the right



WEEKLY WHIRL of WHEELS



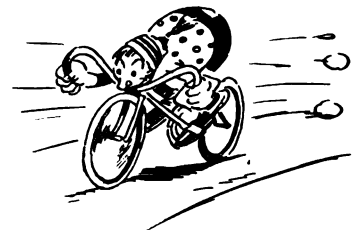
POLICE CHIEFS ON NEW YORK AND PHILADELPHIA INSIST ON GREATLY INCREASED NUMBER OF MOTORCYCLE PATROLMEN



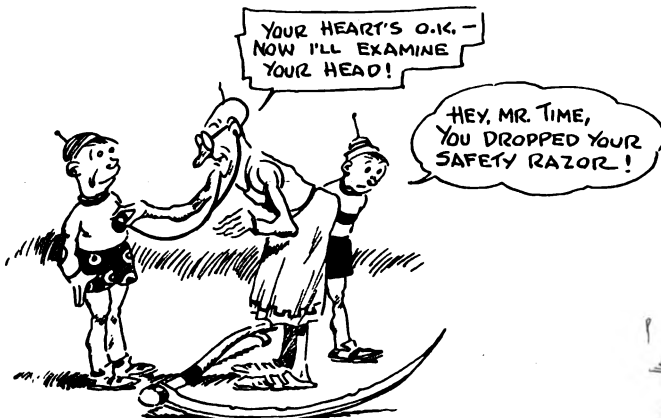
SALESMAN JACK KELLNER OF THE ACE IS GIVING THE PACIFIC COAST THE ONCE OVER. ROY ARLEY, OLD RACING STAR, IS PILOTING JACK



HARLEY-DAVIDSON MOTOR CO. ADD FOUR MORE MEN TO ITS CORPS OF TRAVELING SALESMEN. THEY'RE GOING RIGHT AFTER BUSINESS



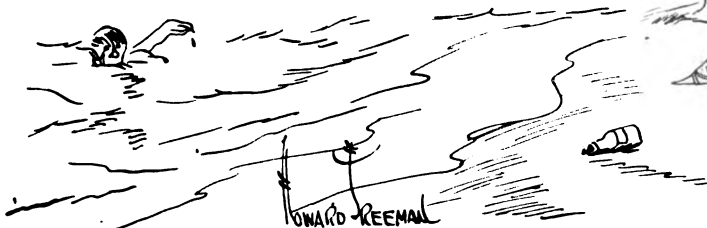
MAURIC SCHILLES WINS FIRST FRENCH CHAMPIONSHIP



WORTH MITTEN OF IOWA AND ALBERT CREBS OF SALT LAKE CITY, CYCLISTS, ARE GOING TO DO A "COME-BACK"



C.A. VAN DOREN AND ATLANTIC CITY WHEELMEN PLAN A ROAD RACE FOR MAY 28



New Schebler Carburetor

De Luxe Models Will Be Ready for Delivery in June—Have Been Given Thorough Tryout and Proved to be Satisfactory

THE Wheeler-Schebler Carburetor Co. announce a new DeLuxe carburetor, the mechanical features of which are shown in the accompanying illustrations.

When the motor is started, the air is choked by means of the air shutter "K" and an extra supply of gas given by raising the knurl on the low speed needle "J." These two features insure very easy starting.

The fuel for idling is fed through the passages "C-B-A" operating in connection with air bleed "D." This arrangement brings the proper amount of fuel for idling at the opening of the throttle disc without having to draw gasoline from the main nozzle. By doing this you can idle down much lower and get a perfectly smooth running on the minimum amount of gasoline.

The high speed needle "H" controls the fuel feed to the main nozzle "L" which is a special Schebler DeLuxe feature. The high speed fuel is fed through passages "E" and "G" operating in connection with air bleed "F" on the accelerating well. The smoothness of operation over the complete range of speeds is obtained by the special nozzle which is entirely new in motorcycle carburetors. It furnishes fuel for high speed and acceleration. The small openings and the acceleration well are designed so that there is a sufficient amount of gasoline available for any demand made by the motor. The air bleed is used to check the flow of gasoline when necessary and in connection with the other features prevents "lumpy" performance.

There are two adjustments on the carburetor both of which are easy to get at and which can be made very accurately. The entire design seems to be very carefully and successfully made and the excellent reports from riders who have been fortunate enough to get one, indicates that this new Schebler is sure to prove popular at once with both riders and dealers.

The well-known Model H Schebler has always given wonderful results on practically all motorcycles made and will continue as standard equipment on many motorcycles. However, with the ever-increasing demand for speed and for something new the Schebler engineers are making experiments constantly with different carburetors. Last Fall the engineering department completed factory tests on a new motorcycle carburetor and a number of them were made up and sent to different factories and individuals

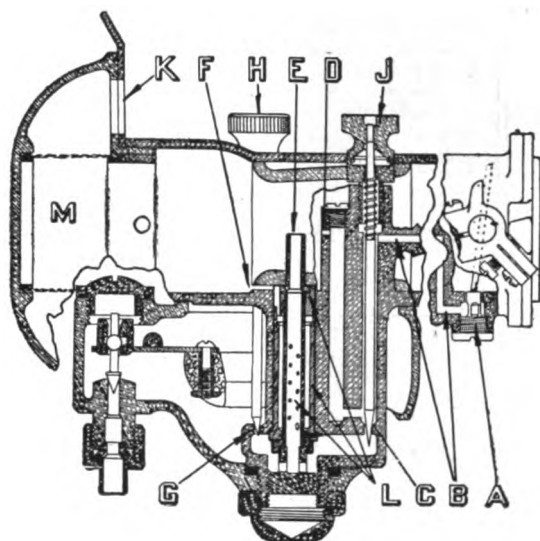
in widely scattered parts of the country.

It has always been a strict policy of the Schebler company that no new model should be released to the trade until it had been thoroughly tested by the consumer under every-day conditions long

monel. With the sturdiness of the parts and the careful workmanship in assembling them, the rider is assured of getting long and satisfactory service from the new carburetor.

By June first the factory expects to begin shipment of the 1¼-inch size DeLuxe carburetor. They can be furnished for the following motorcycles: Excelsior, 72-inch 1920-22; Harley 74-inch 1921-22; Indian 61-inch Power-plus 1919-22; Indian 72-inch Power-plus 1920-22; Indian Chief 61-inch 1922; Reading Standard 72-inch 1921-22.

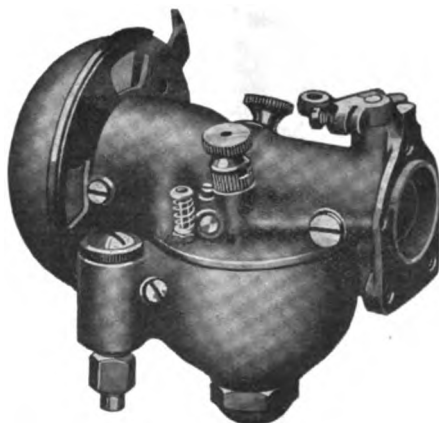
The one-inch DeLuxe carburetor has been Oked for production and some of them should be ready for shipment about June 15. Announcement of the various model motorcycles for which the one-inch DeLuxe can be furnished will be made in this paper in the near future.



Plan drawing of the new Schebler carburetor

enough to be positive that every feature in it was absolutely correct. Even the most difficult tests brought the highest kind of praise so it was decided to start the manufacture as quickly as possible.

Great care has been taken in the design of the carburetor to give the rider not only good performance under all conditions but also a carburetor which will not wear out easily, which will stay adjusted and which can be operated most conveniently. There are no large sheet metal parts. All of the big parts are made of heavy brass castings. The bearing surfaces in the throttle are made of



The new Schebler as it looks on the machine

RACES FOR MAY 30

MANY bicycle races are scheduled for Decoration Day, May 30, and the Cycle Trades of America has furnished prizes for the following:

Phoenix, Arizona, where the Landis Cyclery will conduct road races; Little Rock, Ark., under the auspices of Morris A. Ray; Alameda, Cal. (May 27), where the Alameda Boys' Club, under the leadership of Frank D. Amarol, will stage road races; Gardena, Cal., W. C. LeMaster; Long Beach, Cal., Anakin Bicycle Club; Santa Barbara, road races under the auspices of the Santa Barbara Bicycle Club; Turlock, Cal., C. B. Thorsen; Wilmington, Del., Independent Cyclist Association; Boulder, Colo., H. R. Dana, Jr., Y. M. C. A.; Colorado Springs, Colo., Y. M. C. A.; Denver, Colo., H. E. Seaman, track races; Pueblo, Colo., Geo. B. Berger; Norwich, Conn., Y. M. C. A.; West Palm Beach, Fla., the Starr Cycle Co. (postponed from May 6); Mattoon, Ill., track races, Kay Sorenson; Indianapolis, Ind., track races (May 27), Chas. E. Wehr; Logansport, Ind., Miller Bicycle Club; Sarnepello, Mass., A. F. German; Fall River, Mass., (bicycle parade under auspices of the Herald (May 26)); Plainfield, N. J., Geo. L. Simon (May 28); Vineland, N. J., J. W. DuBois, bicycle picnic; Brooklyn, N. Y., 25-mile road race, Empire City Wheelmen; New York, Eagle Cycle Club of the Y. M. H. A. (May 28); Niagara Falls, N. Y., B. L. Moon; Chillicothe, Ohio, C. E. Freese, Chillicothe Bicycle Store; Carnegie, Pa., C. J. Nussbaumer; Pittsburgh, Pa. (May 27), G. C. Cobb.

With the Trade

FIRESTONE CONVENTION

Akron, Ohio—"Business is getting better and at the same time competition is becoming keener. Retailers need more merchandise to meet the increasing consumer demand, but they insist on better quality, more service, and more convincing reasons in placing an order than ever before. There is going to be more business, but to get it is going to require more careful thought, better methods and harder work than has been given in the past." This is a brief composite picture of the business conditions today and what is required to take advantage of them, as obtained at the convention of salesmen, branch managers and special representatives of the Firestone Tire & Rubber Co. and its subsidiaries from all parts of the world gathered in Akron, Ohio, last week. A feature of the exposition was a model tire dealer's store, showing the proper placing of outdoor signs, decoration of windows, display of merchandise, and a properly balanced stock. Here each salesman was lectured on the service he could render his customers. He was given directions and methods that could be passed on to the dealer for use in merchandising his goods. Particular attention was paid to costs and practical arrangements.

ARTHUR IS OPTIMISTIC

New York—Sales Manager Arthur Davidson and Export Manager E. V. Gumpert, of the Harley Davidson Motor Company, arrived in New York Saturday. Mr. Gumpert sailed Thursday on the Cunard liner *Carmania*, for England. He will spend some time abroad, both in the British Isles and on the Continent. Arthur intends putting in a week or two in the Eastern territory before returning to Milwaukee. "Things are straightening out all right," he said. "The outlook for the future of the motorcycle industry is bright. It took us quite a while to get our feet back on the ground, but most of us are firmly planted now. One of the most satisfactory things about the situation is that there is a lot of new blood coming into the retail organization, merchants who know nothing of the boom times and are not wasting time in regrets over the soft pickings of a few years ago," he declared. The West is coming back in fine shape, especially the Northwest," he said, when asked how he had found things on his recent trip to the Pacific Coast.

PENN. ENLARGES N. Y. BRANCH

New York—The New York branch of the Pennsylvania Rubber Company of America, Inc., moved May 1 from 1889 Broadway to 2006-08 Broadway. The new location provides approximately three times as much floor space as was available in the former one. The export division of the company, which was formerly located in the Woolworth Building, can be accommodated very comfortably in the new quarters, and it has also been moved. It is stated, however, that the same separate organization will be maintained to handle the company's export affairs, under the management of Mr. D. Dudley F. Yard. Mr. G. C. McCullough remains in charge of the domestic branch.

GASOLINE PRICE INCREASES

Washington, D. C.—Further increases in gasoline prices will be made effective soon in all parts of the country, it was learned at the Interior Department. These increases may total 4 or 5 cents per gallon by the middle of June, it was stated. This is in addition to increases made during the

LEADERSHIP!

Why Trade Paper Advertising

READER interest that coincides with advertising interest means business for the advertiser.

MOTORCYCLE AND BICYCLE ILLUSTRATED is at the cycling buyer's elbow six days a week. It furnishes the basis for a real advertising campaign at very moderate expense.

The cycling prospects you want to reach are reading the cycling trade papers. No question in the world on that point.

Are you one of those still "waiting?"

Well, all things may come to the manufacturer who waits, but not as fast as to the one who advertises in **MOTORCYCLE AND BICYCLE ILLUSTRATED!**

past six weeks, ranging from 4 to 6 cents on the gallon. The Standard Oil Company will lead the way in the next price boost.

Practically every oil concern of importance is pledged to increase prices of Summer and Fall months, it is understood. A "gentleman's agreement" is said to exist for raising the price to 30 cents a gallon during the next two weeks and to exceed that figure thereafter. Attorney-General Daugherty has promised to make a thorough investigation on his return from a week-end trip with President Harding. Wm. J. Burns, head of Bureau of Investigation of the department, probably will be assigned to the task.

MERKLE WHEELS GO GOOD

Springfield, Mass.—According to Geo. Sherman, manager Merkle Wheel Department, at the Hendee Mfg. Co., Indian dealers are taking hold of Merkle wheels with considerable vigor this season, with the result that sales in this department are showing a gradual increase.

ADVERTISING

IN an editorial in "Judge" on advertising William Allen White says:

"Advertising is the genie which is transforming America into a place of comfort, luxury and ease for the millions. Advertising in the last twenty years has changed the economic status of at least one-fifth, and probably one-fourth, of our people; raising them from a lower to a higher standard, increasing their wants; and, by increasing their wants, increasing their ambitions, and hence their capacities and also their purchasing power. Advertising is the Archimedean lever that is moving the world. If the things were done in another and elder age that advertising is doing now a whole mythology would gather about it, and we should witness the birth of a young god—powerful, restless, indomitable and wise, dominating. He would flash in the sylvan glades of the want advertisements and disport himself in the sunny whiteness of the department stores' wide space. But what a god he would be! How beneficent, how omniscient, how powerful!"

NEW YORK DEALERS MEET

New York City—Motorcycle dealers in the Metropolitan District met at the Harley-Davidson Sales Company's store on West 110th street, Monday night, May 15, to take up Gypsy Tours, the Rochester Rally and also a big field day to be held at Singac, N. J., on July 4.

Chairman A. B. Coffman, of the M. & A. T. A.; Arthur Davidson, of the Harley-Davidson Motor Company; Ed Buffum, of the Hendee Manufacturing Company; Jes Campbell, of Philadelphia; Stanley Kellogg, of Bridgeport; Carl Bush, of Newark; Frank Snook, C. Berg, A. R. Childs and others in the trade, as well as club members of local clubs, were on hand.

Mr. Coffman urged the dealers to co-operate in staging their activities and also spoke on the Big Rally at Rochester, as well as the Gypsy Tour. Carl Bush, who acted as chairman of the meeting, urged that a committee be formed to work on details for the Gypsy Tour. Frank Snook, Carl Bush, Cal Webber, C. Berg, Gene Coughlin, George E. Woods and P. J. Cloran were appointed on the Gypsy Tour committee and they will report next Monday. It is proposed to have the Gypsy Tour at Martin's Creek, near Easton, Pa., with tours from other cities making that point their objective. Jes Campbell assured the gathering that he would do all he could to have the Philadelphia Gypsy Tour go to the same place and would also urge other tours in the Philadelphia district do likewise.

A big field day is planned for July 4 at Singac, and the dealers and riders were asked to co-operate in making this the best affair in this part of the country. Races will be held in the afternoon at Singac and efforts would be made to secure the services of some good talent for the events.

WIGWAM VISITORS

Springfield, Mass.—R. A. Radmore of the Arlington Cycle Co., Montreal, Can., was a recent visitor at the Hendee factory. Eddie Hawkins, right-hand man for John Zucker of Cleveland, spent several days at the factory last week. Another visitor welcomed at the Wigwam was H. L. Thomas of New Bedford, Mass. S. E. Chubbuck of Framingham, Mass., who has just moved into a fine new location, was at the factory on the 8th. Burt Baker of Saratoga, N. Y., was also in on the 8th for three more Indians. On April 29th he got nine machines, bringing along the riders to whom he had sold the machines, to ride their mounts home.

PRICE ADJUSTMENT BENEFITS

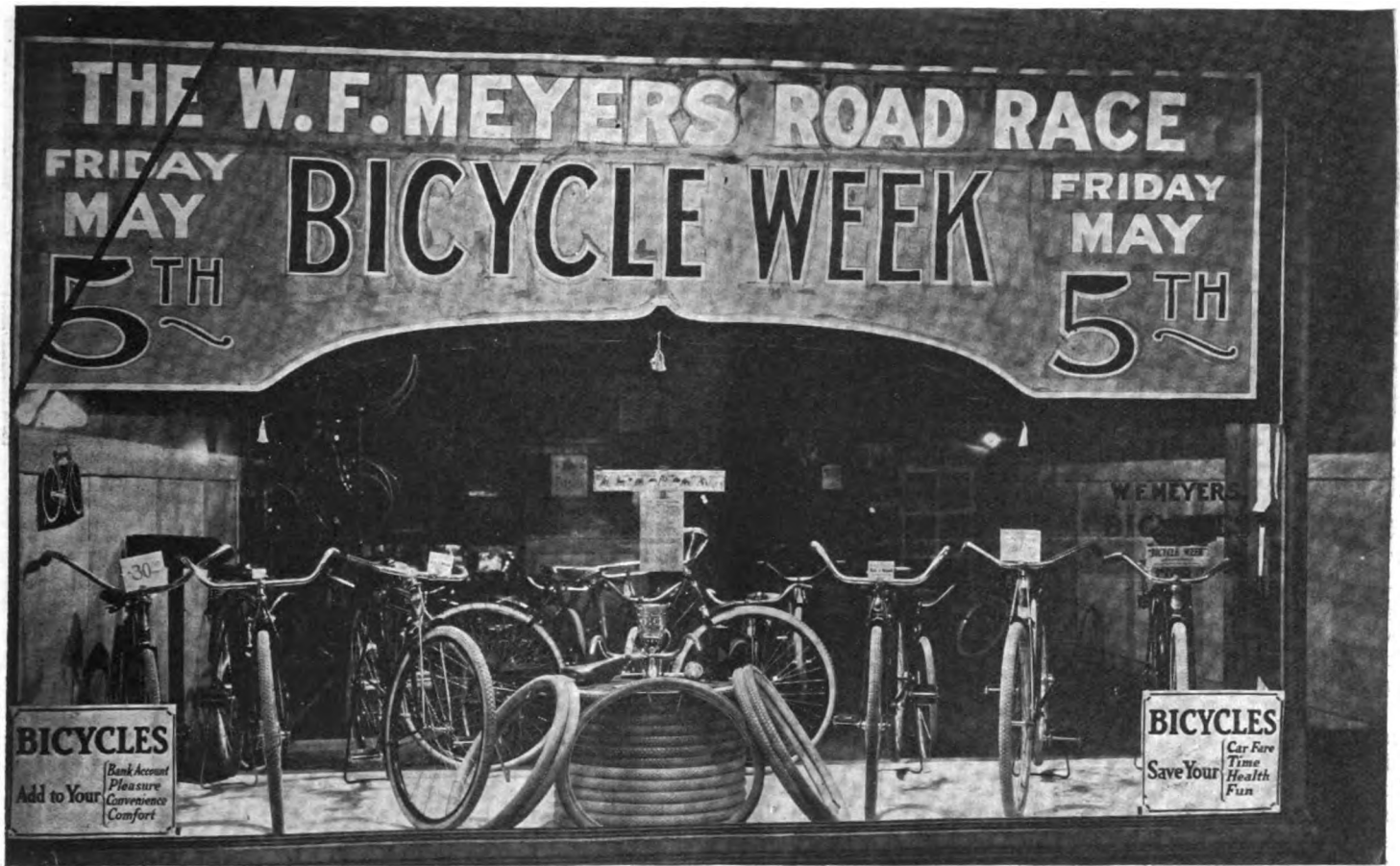
New York City—D. P. Harris, of the D. P. Harris Hdw. & Mfg. Co., states that the company's volume of sales last year was very large. The price adjustment on bicycles, Mr. Harris says, gave the buying public an opportunity to buy and the public realizes that good bicycles can be purchased at reasonable prices. The price adjustment has benefited everyone and if present conditions exist there will be no trouble for the country to get back to usual volume on the bicycle business.

RUBBER WORKERS COMING BACK

Akron, O.—Former Akron rubber workers from West Virginia and other neighboring states are coming back because Akron is "coming back," declares Secretary Herbert A. Townsley of the Akron Automobile Club today. Townsley says that out of town rubber workers who packed their duds in their sidecars and left the rubber city for the home farm during last year's business are returning.

MAC TO BOOST HOME TOWN

Springfield, Mass.—J. B. MacNaughton, sales promotion manager of the Hendee Mfg. Co., was recently elected a member of the board of directors of the Publicity Club of Springfield, at its annual meeting on May 6. The club comprises some 500 of the men most prominent in its civic, professional and mercantile life.



How W. F. Meyers, of Dayton, O., advertised Bicycle Week and his road race

Action During Bicycle Week

Many Dealers Advertise National Celebration and Report Good Results—Many Cycle Races Held During That Time

SO many "weeks" were celebrated during the first week of May that it is rumored that the calendar makers are thinking about adding more months to the year to stretch the number of weeks a little more. National Bicycle Week, however, seems to have been observed the most, for the reports received at headquarters of the Cycle Trades of America, 35 Warren street, New York City, indicate that it was advertised quite generously both in the way of news items and dealer ads. It is believed, though actual figures have not yet been checked up, that Bicycle Week this year was celebrated almost as elaborately as the one in 1920. Full pages galore have swamped the C. T. A. office, and Executive Secretary McCarthy is "all in" from the work

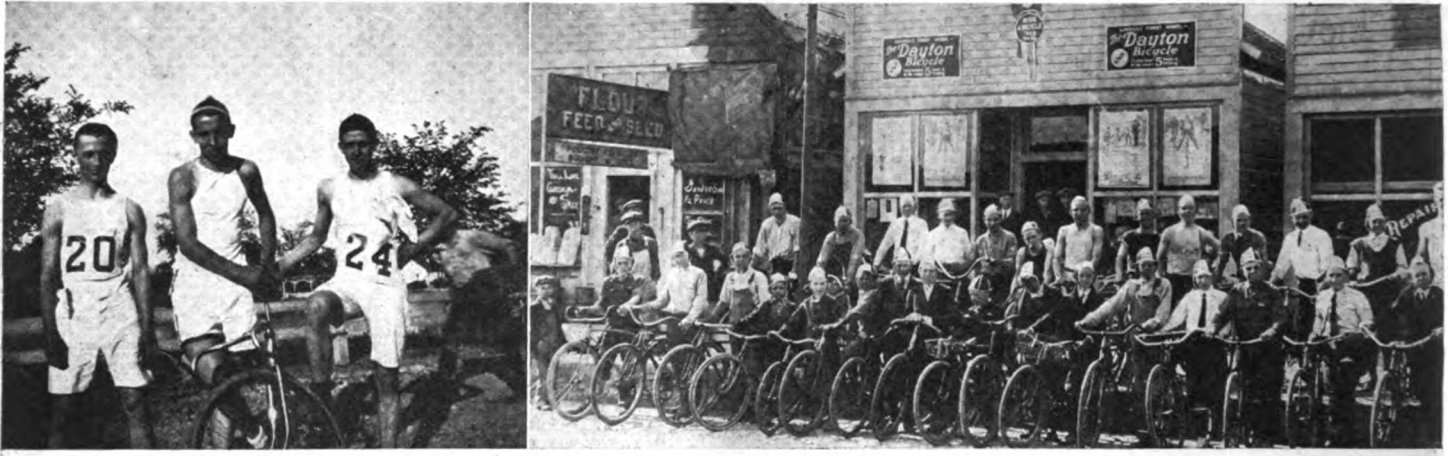
done in connection with the campaign. He says he will arrange for a handsome tombstone to be erected in his memory if the good work the dealers did that week is continued to be checked up by him.

Some of the towns where full pages of bicycle advertising and publicity were featured are: Gadsden, Ala.; Pasadena, Cal.; Bridgeport, Bristol, Hartford (two pages), Meriden (two and a half pages), Middletown, New Haven and Torrington, Conn.; Colorado Springs (two pages), and Fort Collin, Colo.; Wilmington, Del. (two and a half pages); Tampa, Fla.; Augusta, Ga.; Danville and Galesburg, Ill. (two pages); Peoria, Quincy (two pages), and Springfield, Ill. (one and three-quarter pages); Anderson,

Elkhart, Evansville, Fort Wayne, Logansport, Michigan City, Terre Haute (two pages), and Vincennes, Ind., Cedar Rapids (two pages), Muscatine, Ottumwa, and Waterloo, Iowa; Topeka, Kans.; Louisville, Ky.; Baton Rouge and New Orleans, La.; Augusta, Me.; Fall River, Lawrence, New Bedford (page and a half), Taunton, Worcester and Springfield, Mass. (two and three-quarter pages); Battle Creek and Saginaw, Mich.; Minneapolis (page and a half), Winona, Minn.; Billings and Lewiston, Mont.; Lincoln, Neb. (two pages); Manchester (two and two-thirds pages) and Nashua, N. H.; Passaic, Plainfield and Trenton, N. J. (two pages); Albuquerque, N. Mex.; Brooklyn, N. Y.; Buffalo, N. Y. (three pages);



A paid ad that W. F. Meyers, of Dayton, O., inserted to advertise his Bicycle Week road race



National Bicycle Week races. Left, S. Roth, A. Huber and M. Mans, winners at Dayton, O.; right, some of the contestants in the Norfolk, Neb., race

Poughkeepsie, Rome, Syracuse (two and a half pages), and Utica, N. Y. (two pages); Wilmington, N. C.; Grand Forks, N. Dak. (page and a half); Akron, Ashtabula, Canton (two pages); Dayton (three pages); Findlay, Lima, Middletown, Newark and Toledo, Ohio; Portland, Ore.; Allentown, Erie (page and a half), Lancaster (two pages), Reading (three pages), Warren, Wilkes-Barre, and York, Pa. (two and three-quarter pages); Pawtucket and Providence, R. I. (five and one-half pages); Charleston, S. C.; Knoxville, Tenn. (two pages); El Paso, San Antonio (page and one-third), and Waco, Texas; Salt Lake City (two pages), and Ogden, Utah; Norfolk and Portsmouth, Va.; Tacoma, Wash.; Huntington, Va.; LaCrosse, Milwaukee, Oshkosh, Racine and Sheboygan, Wis.

This does not complete the list of papers used, however, for there are still some towns to be heard from. Some cities where the C. T. A. did not place an ad. in one of the local dailies, the

papers, nevertheless, went out and secured a full-page from the dealers, and thus helped Bicycle Week just that much more. A few of the papers which secured full pages were the Utica (N. Y.) Globe, Bridgeport (Conn.) Star, Syracuse (N. Y.) Journal, Paducah (Ky.) Sun, and L'Avenir Nationale, a French newspaper, of Manchester, N. H.

That the bicycle was given an abundance of publicity is without question. In many of the papers used, several columns were devoted to the pleasures of bicycle riding and pointing out the value of the bicycle from a utility standpoint, and the Baltimore Sun and Trenton, N. J., Gazette carried special editorials emphasizing the surprising importance the bicycle is playing in our daily life.

Bicycle racing played a prominent part in stirring up interest during Bicycle Week and several splendid reports were received, indicating that much interest was aroused through this activity and was the cause of many sales.

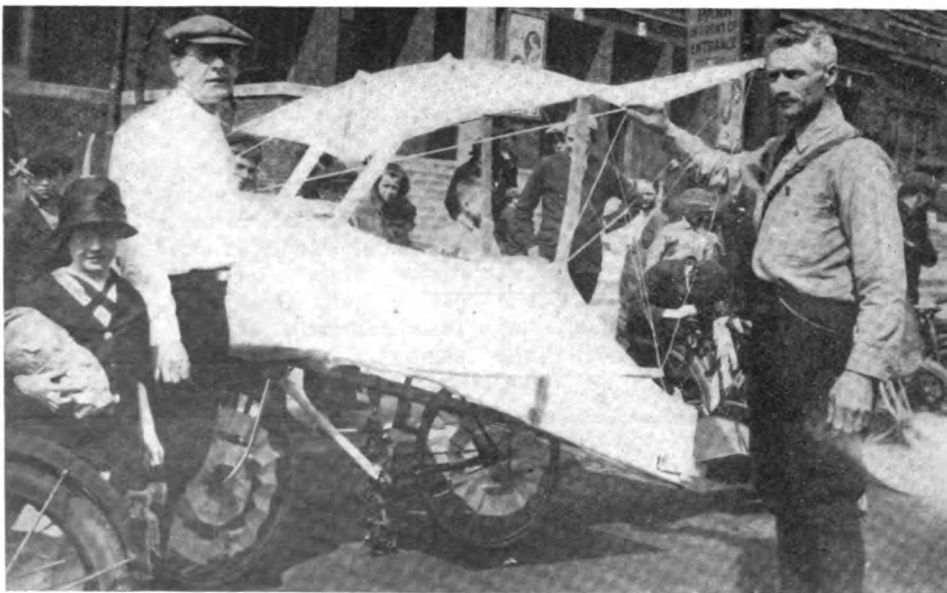
It is hoped the dealers will continue

the good work started during National Bicycle Week and advertise quite freely throughout the riding season, now that the bicycle is being observed nationally as a source of pleasurable exercise and an economical utility. Juvenile publications are featuring stories on bicycling, newspapers are publishing photographs showing bicycles in use more regularly than ever before, and dealers are urged to recognize all these features as instruments that cause additional bicycle sales.

C. T. A. headquarters has received a number of reports of bicycle races that were staged during National Bicycle Week and now that bicycle racing is on the increase, which is a direct means of instant sales, those interested in this activity should arrange to put on races on Decoration Day. The Cycle Trades of America will gladly lend its support in the way of prizes and will give a set of its handsome new medals to be used as prizes in addition to those donated through the prize bureau by the various manufacturers. As the time is getting short, plans had better be made at once and headquarters written to, so as to have all prizes on hand before the races come off. Some of the reports for National Bicycle Week follow:

The Dakota Cycle Shop, of Huron, S. Dak., staged several events, including a "rescue" race. Thirty-seven riders participated, and in reporting to headquarters, Raymond S. Griffith, the proprietor, said: "The races were a decided success in every way and good crowds witnessed all of them. It is certainly a great help to have your organization in this matter, for those prizes and other aids certainly helped put the affair over."

Colorado Springs, Colo., saw a big bicycle parade May 6, under the auspices of the Y. M. C. A., headed by P. W. Hadcock, the physical director. Close on to 10,000 persons lined the sidewalks as the parade passed by and over 300 bicycles were in line. Two boys, dressed as Roman gladiators, led the parade, with the police following, and a grammar school band provided the music. Many old time bicycles were in evidence, and John Garret, a sporting goods dealer, rode his old 56-inch wheel in a riding costume of the style used 30 years ago. Many children rode velocipedes and bi-



Alf Hartung and daughter, at right, of Hartung, won first prize in Dealer-Milwaukee Journal parade at opening of National Bicycle Week. Louis Pierron, at right, was in charge of 500-odd riders in line

cycles, accompanied by their mothers, who walked, and the judges stationed themselves in front of the City Hall to decide on the winners. Gordon Minter won first prize for the best costume; Margaret Wilcox, first prize for the neatest girl rider; Chas. Mancock, first prize for the neatest boy rider; Wm. Clark, first prize for the best decorated bicycle; Floyd Warren (5 years old), first prize for the youngest rider; John Garret (65 years old), first prize for the oldest rider; Glen Howard, first prize in the trick riding contest; Beryl Ritches, first prize for the most dilapidated bicycle; Rex Ritchey won a Scout hat as first prize in the Boy Scouts' competition, and Reba Hoffman, first prize in the children's tricycle group. The paper carriers of the Daily and Sunday Telegraph were awarded a large banner by the bicycle dealers for making the neatest showing and having the largest representation in the parade. Ten gallons of ice cream was distributed freely by one of the local merchants. The parade met with so much success that it is expected it will be a yearly bicycle week event.

More than six hundred witnessed the races staged by W. C. Ahlmann, of Norfolk, Neb., on Saturday, April 29. During the course of the week Ahlmann's store was partly demolished by fire, but fortunately he managed to save some of the stock and writes that he is all fixed up again ready for business. Thirty-six riders competed in the four-mile race and the first prize went to Ernie Uttecht, who covered the course in 19.1. The unusually slow time was due to the heavy sands encountered on the road, but, nevertheless, the full thirty-six boys finished and each one received a prize.

The Miami City Wheelmen of Miami, Fla., held a series of races May 4 and more than 500 persons, aside from 100 automobile parties, witnessed the event. Fifty-three boys participated in the races and the affair was run off in good style. Several days before the races were called, the prizes were displayed in a window of one of the local department stores and attracted a great deal of attention. The Miami City Wheelmen is a new aggregation of which C. H. Mitchell is president, and plans are being formulated for races throughout the season.

F. A. Copley, the energetic owner of the



Some of the girls in line at the Milwaukee National Bicycle Week parade

Bike Shop, Fostoria, Ohio, staged a successful series of races May 6 and 26 boys were entered. Despite a rainstorm before the races came off, more than 300 persons were on hand. Mr. Copley is strong for bicycle races and almost always has the support of dealers in adjacent towns. He is planning on races throughout the summer and will have riders from Toledo, Findlay, and other cities also compete for prizes.

Bicycle Week is never complete in Henderson, Ky., unless Oliver Z. Pardon, the enterprising dealer, puts on some bicycle races. In his races on May 7 he had 39 boys participate, and over 400 persons were on hand when the starting signal was given for the first event. The day was an ideal one for bicycle riding, despite the bad weather that made its appearance when Bicycle Week crept in, and there were no accidents of any kind. After the series of races were over, a seven-mile bicycle ride was staged with 21 riders participating and

the day was an eventful one for everybody.

A race for white boys and another for colored boys was staged in Spartanburg, S. C., May 5, under the auspices of the Layton-Batson Company and 22 riders in all participated. The races proved quite interesting and when reporting the races, H. B. Layton wrote "These bicycle races help a lot to stimulate the bicycle business, and a lot of people take interest in them. Our crowd would have been larger but the weather was threatening and looked like it was going to rain all the afternoon (more than three hundred turned out.)"

Logansport, Ind., was the scene of several races May 6, under the auspices of the Miller Bicycle Club, sponsored by David S. Miller, the hustling dealer of that burg, and 25 boys faced the starters. Races are also planned for May 30, and it is expected riders from Indianapolis and Marion will also be entered. Racing is being taken up quite seriously in Logansport and before long some good riders will be turned out by the club.

Bridgeport, Conn.'s, new bicycle club, the Brooklawn Cycle Club, staged a series of races May 7, and had five thousands persons lining the course. Twenty-five riders completed and in reporting the races to headquarters, the president of the club, Paul Hurceler, says: "The bicycle races proved a success in every way. It brought considerable trade to the dealers and more members to the club. The Bridgeport Cycle dealers are putting on another 20-mile race June 25, so it looks like a good season for the bike game."

Higginbotham & Douglas, the enterprising dealers of Waukegan, Ill., with the assistance of the Y. M. C. A., staged successful five and ten-mile races May 5, and in the ten-mile race, Louis Sheldon romped the winner in 29:22. Harold Rankin won the five-mile race in 15:16. An unusual incident occurred during the course of the race Everet Vander Veer, who was entered in the boy's race, was forced out of the contest because of a broken rim, and while he was sitting by the wayside brooding over the loss of his rim and particularly so for the loss of the race, an automobile party heading for Milwaukee saw Everet's plight and after ascertaining the circumstances of his predicament, invited him into the automobile and brought him back to Waukegan where one of the party bought a new rim for

(Continued on page 36)



Three of the lads with decorated bicycles in the National Bicycle Week parade at Milwaukee

ON THE BELL LAP

Live Comment on Current Cycle Happenings

By Walter A. Bardgett

CYCLE racing is certainly due for one of the greatest years it has had since the so-called good old days. Both road and track events are figured.

"Bill" Furman, the former cyclist, is trying to get the Los Angeles' cycle track agoing. Reports from out the Coast way state that the dealers and jobbers will help him.

Another addition to the Hanley family arrived last Sunday morning and the California sprinter is now the proud father of an eleven-pound boy. The name, please? Why, Willie, Jr., of course.

Pierre Laffitte, the Parisian publisher and sportsman, has started a new sporting publication. The new paper is called "Tres Sport" and covers every branch of sport. The first issue has arrived and it is a fine one and profuse with illustrations.

At Breslau, Germany, Sunday, April 30, while races were being run at the local track, a combination of cloudburst, thunder and lightning hit the track and caused a panic. Many of the audience were injured in the panic, about forty going to a hospital with severe injuries.

Anthony Beckman, the North Hudson Wheelman star, looms up as the best amateur around these parts. Beckman clipped almost 1½ minutes from Tom Bello's record for 25 miles for the course on Ocean Parkway and about a minute from Allie Krushel's record, made at Buffalo in 1917.

Young Bobby Walthour added another scalp to his list at the Newark Velodrome last Sunday. "Bobby Junior" met and defeated Willie Hanley, the San Franciscan, in two straight heats. Walthour demonstrated that he has a good finishing sprint and may yet be a real contender at the sprint race game.

There was certainly a hectic finish to the Paris to Tours road race on Sunday, April 30. Three riders went over the tape in such a manner that it was hard to figure them out. The judges gave it to Henry Pelissier, the Frenchman, by five centimeters (two inches) over Henry Suter, the Swiss, while Robert Jacquinet, the Frenchman, was an equal distance back of Suter.

Buffalo bicycle riders are promised plenty of racing this season. A quarter-mile track at Erie Beach will be operating regularly and on Tuesday, August 29, the Erie County Fair at Hamburg, N. Y., will stage a series of races. The Erie Beach track will open on Decoration Day with a novice, a two-mile lap race, a 1½-mile handicap and a special match pursuit race between teams made up from the local clubs.

Charley Turville, manager of the Providence Cycledrome, says that he had to postpone his opening meet from Friday, May 19, to Tuesday, May 23. Clarence Carman, Vincent Madonna and Charles Verkeyn are slated for the opening paced race. There are also a number of novices up Providence-way who wish to start in racing. Frank Cadwell, who will manage the New Bedford

Cycledrome, arrived on the scene last week and "Cad" will hold his opening meet on Monday, May 22. Boston opens the gates on Saturday of this week and Worcester will follow suit about Decoration Day.

Victor Linart, the Belgian paced rider, who is now in this country, repeated in the Belgian paced championship at Antwerp, Sunday, April 30. The race was run over the 100-kilometer (62.13 miles) distance and Linart won in 1 hour, 34 minutes and 15 seconds. Leon Vanderstuyft was second. Charles Verkeyn, a visitor to these shores last year and also under contract to race here this year, was third. Emil Aerts beat Francois Huybrechts for fourth.

A transcontinental motor trip with bicycle training on the side is the latest. Joe Palmier, who used to race around these parts, and George Mulder, a Coast amateur, left Los Angeles on May 8 to ride and train en route. They are coming via flivver coupe, with their racing bicycles strapped to the running board. The stunt is to have one rider drive the flivver and the other do a training stunt daily of, say, 25 miles or so via bicycle. Their wheels are geared low and the training will be done when they hit a good stretch of road. They are com-

ing via the Sante Fe trail and it is figured that twenty-one days will be used up in the trip. Mulder and Palmier will ride at the Newark and New York velodromes. Earl Thompson, who has also competed at the Newark velodrome, is not quite so enthusiastic. Earl is coming via train and will hit here about the same time as the flivver tourists.

Preliminary plans are already in the making for the national championship of the Amateur Bicycle League of America, which are to be run at Atlantic City this year. Last year each State held preliminary trials, with the winner going to the final at Washington. This year the series will be changed in regards the winners, as both seniors and juniors that win their respective State titles will be eligible to compete in the finals at Atlantic City. This should assure a great field for the title race by the sea.

First time prize and first time prize in the "Coney Island Handicap," to be run by the Empire City Wheelmen, Brooklyn, on Ocean Parkway on Decoration Day, will include Pierce B. S. A. racing bicycles with Palmer tires, B. S. A. wheels, etc. The total list of prizes is not available at present, but the list will be a good one, according to the club officials. All moneys available through advertising in the program to be distributed that day will go into the race. The entry fee for the race has been placed at \$2.00, but the officials figure that the fee is not excessive as the prizes are really worth riding for.

Atlantic City, N. J., will be the scene of the next National championships of the Amateur Bicycle League of America. The date set for the finals is Saturday, September 16, the final day of the Mid-Summer Convention and Bicycle Show. The junior and senior titles will be decided there and champions of at least 25 states will be on hand for the final. Chairman Jacobson, of the A. B. L., states that he has over 600 riders registered and the season has only started. A total of 250 were registered up to this time last season. The League has set 100 clubs and 5,000 individuals riders as the goal for the year. The Opal Athletic and Benevolent Association, of Chicago, and the North Side Cycling Club, of Milwaukee, have applied for membership in the League.

Ernest Ohrt writes that he is transferring his headquarters from Nice, France, to Paris. Some of his dates are as follows: Marseilles, May 21; Nice, May 25; Airgnon, May 28; Brest, June 4-5; Bourges, June 11; St. Chamond, June 18; Salon, June 19; Huy, Belgium, June 25; Grand Prize of Paris meeting, July 2-9; Alais, France, July 14-16; Marseilles, July 23; Brest, July 30; Le Mans, August 7; Verviers, August 14; Bourges, August 21. Ohrt states that Frank Kramer is receiving considerable advance publicity for his next European trip, which the East Orange man will take late in the fall when the new Velodrome Buffalo in Paris is opened. Ohrt and Pieracchi won a 50-kilometer team race at Alais, France, on Sunday, April 30, Ellegaard and Tournoux were second. Ellegaard won the open race that day from Tournoux and Chairaix.



The Cycle Trades of America is giving the above medal to amateur cyclists competing in races arranged by dealers throughout the country

U. S. I. Lad Wins C. R. C. A. Race

APEVERA, a member of the Unione Sportiva Italiano starting from the 7-minute handicap mark was the winner of the "Association handicap," a 25-mile handicap bicycle road race promoted by the New York Division, Century Road Club Association, sanctioned by the Amateur Bicycle League of America, over the Ocean Parkway, Sunday, May 14.

Paul Lindau, a member of the Acme Wheelmen, accounted for the second place, a fraction of a second back of the winner. Edward Perry, a Century Road Club of America rider, was third from the six-minute mark. John Rom, of the Empire City Wheelmen and a traffic officer in Brooklyn, took down fourth honors from six minutes.

Anthony Beckman, the North Hudson Wheelmen's star, won the time prize from scratch in 1 hour and 39 3/5 seconds, bettering the old record for the course of 1 hour and 2 minutes, made by Ed Forrest, and also clipped almost a minute from Allie Krushel's record of 1:01:39 made at Buffalo on July 4, 1917.

One hundred and fifty riders faced the starter, who sent the limit men away promptly at 9:30 a. m. All crossed roads were closed to traffic including the Parkway between Parkway Court and Caton Place, a distance of 4 1/6 miles between points. Three laps of the course were ridden.

Not since the old days of cycling when the cycle path was popular has there been such a great assembly of riders and spec-

tators. Fully 10,000 lined the course and great praise and credit for the admirable handling of the crowd is due to the police patrolling under the supervision of Borough Inspector O'Brien, assisted by Capt. Himmel, of the Parkville Precinct, and Capt. McGuire, of the Bath Beach Precinct. Mounted motorcycle policemen lead riders over the route.

Prominent among the riders entered were "Pete" Wollenschlager, a 56-year-old veteran who is still a youngster; J. Rom, a member of Traffic C., P. D.; J. G. Flatow, who journeyed up from Washington, D. C.; A. Beckman, the champion of New Jersey, representing the North Hudson Wheelmen; National Champion Arthur Nieminsky, and champion of New York, representing the Unione Sportive Italiano; Jos. Schaefer, Acme Wheelmen; Walter Caldwell and "Bert" Marquard of the promoting club.

More than 100 riders finished the most successful races ever run off in the Metropolitan District in the past 15 years, and clearly shows that the bicycle sport is fast coming back into popularity.

The finish of the first 25 riders and the five time prize winners follows:

Pos.	Rider and Club	Hdcp.	Time
1	A. Pevera, U.S.I.	7:00	1:04:47
2	Paul Lindau, A.W.	7:00	1:04:47 1/2
3	Edw. Perry, C.R.C.ofA.	6:00	1:04:38 3/4
4	J. E. Rom, E.C.W.	6:00	1:04:00
5	C. Finkelstein, C.R.C.A.	8:00	1:07:16 1/2
6	Herry Bell, C.R.C.ofA.	7:00	1:05:39
7	J. Becker, U.S.I.	6:00	1:04:39 3/4
8	B. W. King, E.C.W.	2:30	1:01:46 1/2
9	Wm. Stokes, B.C.W.	4:30	1:03:47
10	Wm. Wherry, E.C.W.	1:30	1:00:47
11	Harry Hoglander, C.R.C.A.	1:30	1:00:47 1/2
12	N. Moccio, A.W.	2:30	1:01:47 3/4
13	Harry Curley, C.R.C.A.	6:00	1:05:16 1/2

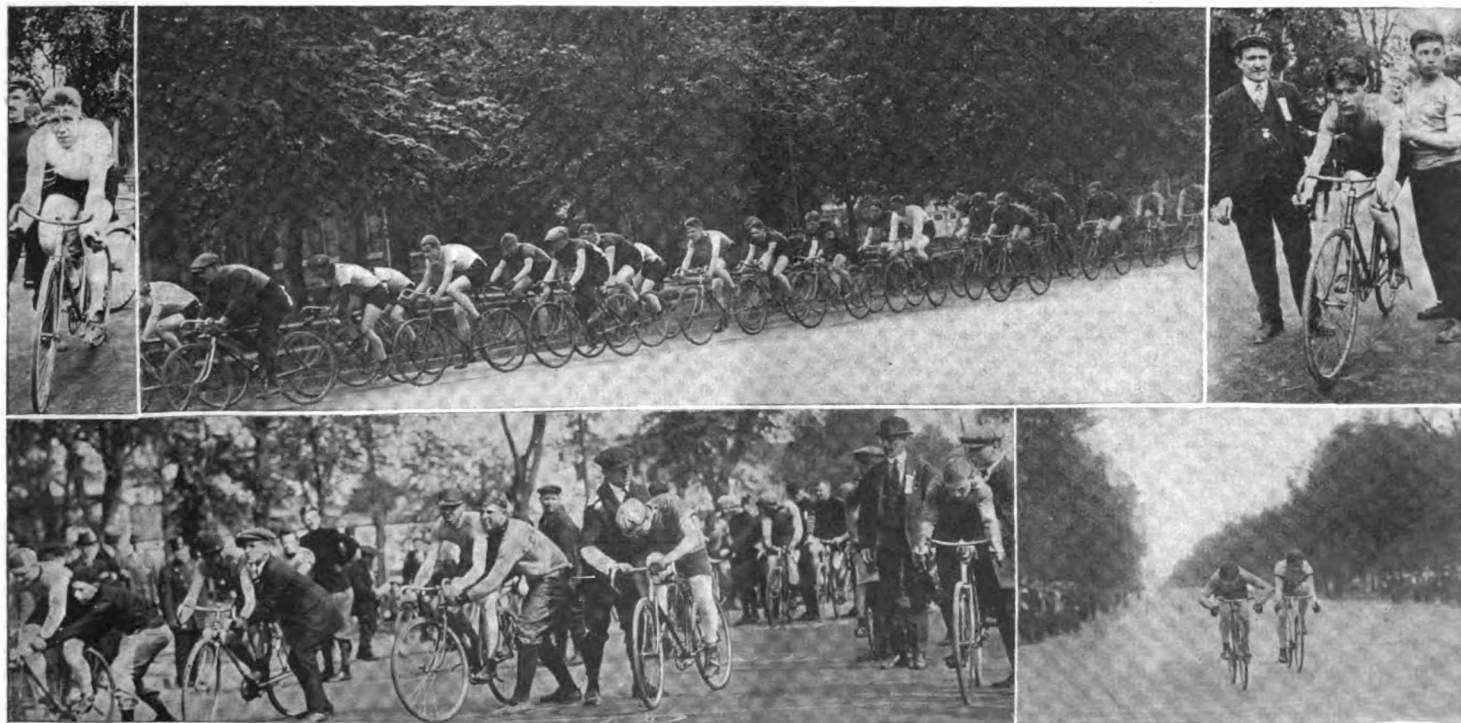
14	O. Conditti, N.H.W.	2:30	1:01:48
15	Al. Everard, C.R.C.ofA.	5:00	1:04:18 1/2
16	Irving Markow, E.C.W.	5:00	1:04:18 3/4
17	J. J. Riley, E.C.W.	6:00	1:05:18 3/4
18	F. O'Shaughnessy, C. R. C.		
	of A.	4:00	1:03:18 3/4
19	Wm. Schnabel, A.W.	4:30	1:03:49
20	N. Smith, C.R.C.ofA.	4:00	1:03:19 1/2
21	R. Schneider, U.S.I.	5:00	1:04:19 1/2
22	Herb. Neuhaus, B.V.W.	2:30	1:04:49 1/2
23	A. Bleckert, B.C.W.	2:30	1:04:49 3/4
24	R. Magnus, C.R.C.ofA.	4:30	1:06:50
25	J. Rawlins, C.R.C.ofA.	5:00	1:07:20 1/2

TIME PRIZE WINNERS			
1	A. Beckman, N.H.W.	Scr.	*1:00:39 3/4
2	J. Schaefer, A.W.	Scr.	1:00:39 1/2
3	B. Marquard, C.R.C.A.	Scr.	1:00:40
4	A. Nieminsky, U.S.I.	Scr.	1:00:40 1/2
5	W. Caldwell, C.R.C.A.	Scr.	1:00:40 3/4

*New record.
Guide to Club—U. S. I., Unione Sportiva Italiani; A. W., Acme Wheelmen; C. R. C. of A., Century Road Club of America; E. C. W., Empire City Wheelmen; C. R. C. A., Century Road Club Association; B. C. W., Bronx County Wheelmen; N. H. W., North Hudson Wheelmen; B. V. W., Bay View Wheelmen.

THE DENTIST GETS ST. ONGE

IT isn't very often Fred St. Onge, the bicycle nomad, reports sick, but he tells Cycle Trades headquarters that his ivories have caused him so much annoyance the past several months that he will leave Philadelphia immediately after the parade Saturday, May 13, and head for his dentist at Springfield, Mass. The Pittsburgh dealers, therefore, will no doubt miss the treat that was in store for them. St. Onge's condition is such, however, that it is imperative for him to have immediate attention, and the Cycle Trades of America regrets that while it happens just when the bicycle season is in full bloom, it is a condition that cannot be helped. It is expected St. Onge will have his teeth in shape in a week's time and be in Dayton, O., on May 22.



Snapped at the C. R. C. A. race on Ocean Parkway, Sunday, May 14. Upper—left, Anthony Beckman, time prize winner; center, twenty-two riders approaching a turn; right, A. Pevera, the winner. Lower—left, start of limit men; right, the finish between Pevera, on left, and Paul Lindau

Activities Among *the* Amateur Cyclists and Clubs

ST. LOUIS HAS BICYCLE TOUR

S T. LOUIS, MO.—A made-to-order day for cycling, Sunday, May 7, attracted an estimated attendance of some 250 cyclists to St. Louis' premier bicycle attraction, the St. Louis County Tour to Van Horn's Grove, preceded by the monster street parade through the principal thoroughfares of the city and some eight miles through beautiful St. Louis County to the grove. It was the third annual outing of this kind promoted by the St. Louis Cycling Club with the assistance of other local organizations. As usual, it was a great success, and no doubt created no little amount of enthusiasm for the bicycle in the minds of those spectators who were fortunate to be in seeing distance of the spectacle. It has been many a day since that number of wheelmen in procession passed a given point in our city. The parade drew hundreds of late sleepers from their beds peering out of windows in night attire for a glimpse of the riders, while others stalked leisurely to the sidewalk to make sure they were actually seeing a bicycle parade.

Long before starting time the block between Olive and Locust streets on 12th in the heart of the business district was fairly alive with cyclists awaiting the marshal's whistle to mount and proceed. There was every conceivable make and model of bicycle on display and as many different riders, whose ages, not counting the youngsters who rode only a part of the way, ran upwards from eight years to beyond the 60 mark, all of them deeply enthused, to judge by the expression written across their smiling countenance. They had a right to be, too, for the early morning, one of the prettiest of the year, was but a sample of what was to follow.

At exactly 9:40 the starter's whistle echoed up and down Twelfth street as a signal to form in line of march. The usual turmoil of finding riding partners and places in the parade was entirely eliminated this year by the foresight of a few able veterans of the club, whose plans were carried out to perfection, and the entire procession wheeled away in less than 15 minutes and rode in splendid formation over the entire route. Assistant marshals were stationed on the outside of the riders who rode four abreast as a protection from the automobile traffic coming into the city.

The Police Department furnished a detachment of police on motorcycles, who not only chaperoned the two-wheeled caravan through the crowded districts but led the way to the gate of the grove. They were invited to partake of the chicken dinner at the expense of the club, and, as all good policemen do, they accepted.

Every organization in the city, including

the newly organized South Side Club from the neighborhood of Sam Brown's Bike Shop, was represented by a squad of riders wearing their club insignia and colors. The new club, some 20 strong, created quite an impression on their first appearance before the cycling fraternity. Samuel Brown seems to be doing wonderful work on the South Side in recruiting this fine looking bunch of young riders.

While practically every dealer was present and took an active part in the details of the day's work, there were two who attracted both comment and attention in donning the old riding costume and participating from start to finish, namely C. B. Jansky and William Flesch. Both have been members of the St. Louis C. C. for many years, and still find pleasure in using the bicycle on occasions like this.

Following a chicken dinner served to those who care for such things, and we are glad to say there were few present who answered in the negative, the indoor baseball game and other amusements took place. Cork-ball games, horse shoe pitching and friendly wrestling bouts went to make up the balance of the program till late in the afternoon.

The "break-up" came as a sort of "go-as-you-please" affair. Some departed early and others were there until the final curtain went down late in the evening. In all it was one of the most successful outings of this kind since the event became an annual feature three years ago. It is now looked forward to by both the young and old generation of St. Louis' bicycle riders, and the attendance seems to increase year after year. The next event of importance on the local calendar will be the Century races, to be held at Fairgrounds Park, Saturday afternoon, May 20. This was announced after the condition of the course necessitated a postponement of the original date of May 6. So far Century has 39 entries already in, and it is believed by race time this number will be materially increased. The races are open to all unattached riders of this district.

CHICAGO LADS IN RACE

Chicago, Ill.—Elmer Wollfield, a four-minute man, won the ten-mile handicap road race run Sunday, May 14, over the new Waukegan Road, starting at the highway at Milwaukee avenue. The riders went out five miles and then returned. Ray Curtis, three minutes, was second; Fred Weder and Leroy Pedersen, both one-minute men, ran third and fourth, respectively. Fred Weder and Leroy Pedersen also took first and second time prizes, Weder doing 26:39%, and Pedersen 26:40. R. Gretza, one-minute, won third time award in 26:40%. M. Edman, scratch, was the fourth time man, Edman doing 26:49%.

RIDERS ENTER FOR BIG RACE

Chicago, Ill.—More than 100 riders, ranging from 15 years to 48 years of age, have paid their entry fee in the Century Amateur Handicap Bicycle Road Race from Milwaukee to Chicago, scheduled for Memorial day. Promoters say they will not be surprised to see this list grow to 150, or even larger, at the close of entries on May 20. Practically every prominent rider in that locality has either signed up, or given verbal assurance that he will ride, according to the committee in charge. The calibre of the organizations and individuals behind the event is sufficient guarantee that all contestants will receive fair play, and that no "ringers" will be permitted to carry off the laurels.

Though the race was initiated from a purely amateur sportsmanship standpoint, with little thought for the commercial end, it has already proven the greatest stimulator of trade attempted in the last generation, and the indications are that future road races, already being looked forward to, will have even more participants. To prove the local interest, it need only be mentioned that the West North Avenue Business Men's Association has donated a \$500 player piano, and the Chicago Boosters' Club has given a silver loving trophy that is certainly worth possessing. The player piano, naturally is the lead prize, but there are 34 other prizes not to be sneezed at. These are principally bicycles, radio outfits, phonographs, gold watches, stop watches and the like, and then there are saddles and all accessories contributed by the Cycle Trades of America and the Associated Cycle Dealers of Chicago. And the prize list, like the entry list, is still open.

The route has been surveyed and marked off to a precise 100 miles—no guesswork. It begins in Washington Park, Milwaukee, goes in the most direct line toward Chicago—the Ryan road to Sheridan road as far as Waukegan; then defects two miles west to the Telegraph road to Niles, and then over Milwaukee avenue into Chicago; thence over Cicero avenue to North avenue, terminating at Campbell avenue.

Approximately 150 motorcycle riders of Milwaukee will travel the course to guide and protect the contestants. This "guard" will be augmented by the Highway police of Cook County when their jurisdiction is invaded; the city limits will find a large corps of Chicago's finest join the throng.

The race is being conducted under the auspices of the Associated Cycle Dealers of Chicago, sanctioned and promoted by the Amateur Bicycle League of America.

The wide variance in the ages and experience of the riders makes the matter of handicapping a big problem, one which may not be definitely settled until the race begins.

Take, for instance the youngest entry, Frank Kosak, 15 year old, of the North Side Road Club of Milwaukee. His admirers class him ahead of many middle-aged riders, but what the official handicappers think of him remains to be seen. Then there is Elmer Bennett, 17 year old, also of Milwaukee. But he's no "problem." He's a scratch entry. Oscar E. Olson, officially registered at 48 years old, but who still possesses the "kid spirit," is the oldest entry. Old-time devotees of the bicycle game remember Olson as one of the seemingly "perpetual winners" back in the early nineties. "Farmer" Blum, "old fox of the bicycle path," winner of a goodly number of road races, is all set for the start. Tom Caffrey of Milwaukee is going to be a strong contender for the big honors. Tom landed fourth in the Milwaukee-Chicago race last September. He rode the distance in 5 hours and 57 minutes, but considers himself in better form now.

Eddie Arens, brother of Jules (the two comprising the famous brother team of a few years back) has purchased a brand new racing bicycle for the coming event. Alfred Hartung, 42 years old, of Milwaukee, has already traveled the course, and believes this gives him some advantage. Arthur Niemensky, of New York City, national amateur champion of 1921, and one or two other stars who competed in the last American Olympic games, have given assurance of their participation, though they have not yet actually signed on the dotted line. August Benson, the unpaced Illinois State champion, and Art Laumann, are among the most enthusiastic entries. Chicago has registered 76 riders; Milwaukee, 17; Davenport, Ia., 6; and there are several from Terre Haute, Ind., Grand Rapids, Mich., and other points.

Rogers Park Wheelmen, with a corps of 12 young husky riders, was the first Chicago organization to get in line. Some of these riders made good showings in the Olympic trials of 1920. The Opal Athletic Club will make a big bid for honors, and the Belgium-American Cycling Club considers its entries as big contenders. The Brighton Park Wheelmen is a brand new organization, instituted specifically for the race.



Youngsters at Miami, Fla., engage in a series of races. Upper, start of the novice race; lower, first place winners, left to right, Marion Hewitt, five-mile; Herb Smith, novice; Earl Hargrove, road wheel event; Ted Aiken, handicap race

MATCHES IN STRAIGHT HEATS

QUICK action in the three match races at the Newark Velodrome on Sunday, May 14, resulted in two straight heat victories in all of them. Bobby Walthour, Jr., who has been bowling over his opponents in match races in two straight heats, taking David Lands and Jake Magin for wins in that manner, met Willie Hanley, the Coast ankler, in a match and the son of the former paced champion and six-day rider, captured this match by taking Hanley in the first session and riding around "Bill" in the second. Walthour's win was a popular one and the blonde youngster showed that he has a good finishing sprint.

Eddie Madden, the Newarker, has won a number of five-mile opens and he was picked as the opponent of Hans Ohrt, the San Franciscan, who recently returned from a tour of Europe, in a sprint match. In the first heat Ohrt rode from the front and he turned the last eighth in 12 seconds, the fastest that has been done this season, and Eddie was forced to trail home back of Hans. In the second heat Madden took the lead early and going down the back stretch in the final lap looked as though he might win, but Ohrt gave a couple of extra kicks and grunts and, riding high, got on even terms with Madden going into the last turn and he beat Eddie going down the final straight. The final eighth was turned in 12 2/5 seconds.

Frank L. Kramer and Orlando Piani met Alfred Goulet and Arthur Spencer in a mile team match and after two heats were finished the race resulted in a win for the Kramer-Piani pair. Piani gave Kramer the benefit of a good pull in the first heat and Kramer beat Spencer home. In the second heat Goulet and Spencer goth their signals mixed and when Spencer jumped Goulet failed to get going. Spencer went all the way, but Kramer went after him in the back stretch, passed him and won with lengths to spare. It proved to be a popular win for Kramer.

Ten pacemakers were put in to make the ten-mile open a hot race. They did and to some extent spoiled the event. At four miles only eight riders were left out of a field of 40 starters, and two of them were a lap back. Alfred Grenda outsprinted Alfred Goulet, Frank Corry, Ray Eaton, Reggie McNamara and Alex McBeath to the tape. Charles Jager, one lap back, beat Lloyd Thomas, also a lap back, for seventh.

Frank Corry and Cecil Walker won the other professional races, Corry taking the handicap at a mile and Walker the miss-and-out race. Walter Skarbek, a Bay View lad, accounted for the mile open for the amateurs and Anthony Benezatti the amateur handicap. Summaries:

Half-Mile Novice—Won by Elwood Heetwagon, Newark; second, Al Hatas, New York. Time, 1:09 1/5.

Two-Third-Mile Handicap, Amateur—Won by Anthony Benezatti, New York, 115 yards; second, Charles Levine, New York, 30 yards;

third, Louis Benezatti, New York, 50 yards; fourth, Willie Beck, Newark, 30 yards. Time, 1:14.

One-Mile Open, Amateur—Won by Walter Skarbek, Newark; second, Paul Ottofaro, Brooklyn; third, Fred Kramer, Newark; fourth, Felix Patti, New York. Time 2:07 4/5.

One-Mile Handicap, Professional—Won by Frank Corry, Australia, 70 yards; second, Tom Bello, Brooklyn, 75 yards; third, Willie Keller, Newark, 65 yards; fourth, Ray Eaton, Newark, scratch. Time, 1:53.

Miss-and-Out, Professional—Won by Cecil Walker, Australia; second, John Bedell, Newark; third, Menus Bedell, Newark; fourth, Anthony Young, Newark. Time 8:17 2/5. Distance, 4 miles.

Ten-Mile Open, Professional (Single Paced)—Won by Alfred Grenda, Australia; second, Alfred Goulet, Newark; third, Frank Corry, Australia; fourth, Ray Eaton, Newark. Time, 19:33.

RACE FOR ATLANTIC CITY

ON Sunday, May 28, Van Doren & Hempel, leading bicycle dealers of Atlantic City, N. J., will stage what will no doubt be the largest bicycle race held in South Jersey for some years. The local dealers mentioned above have donated two racing bicycles as first time and first place prize and along with about 20 place and three other time prizes the prize list alone will be well worth riding for.

As the local dealers do not charge any entrance fee and as they award prizes that makes the race costly to them there will be no entry blanks issued, but riders wishing to compete will be given all details by addressing above dealers. Race will be held under sanction of the A. B. L. and any amateur in good standing can compete in the event.

Race will be held over a 6 1/4-mile course of smooth road and everything will be done to take care of the riders during the contest. Race starts promptly at 2:30 p. m. Rain date will be May 30.

DALLAS DEALERS FORM CLUB

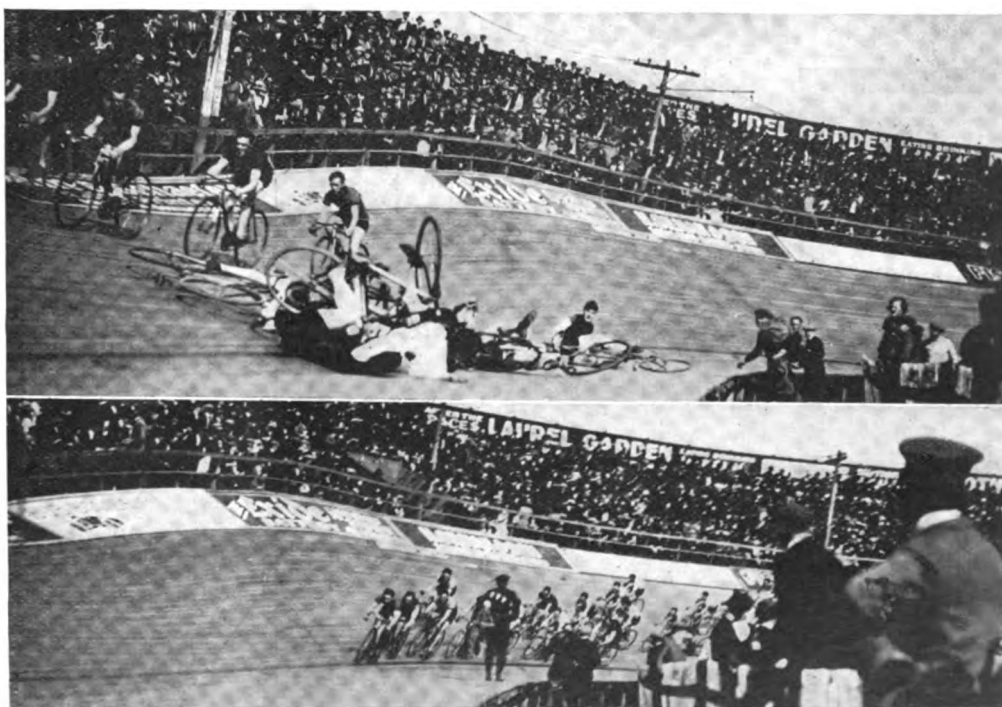
ORGANIZATION of the Dallas Cooperative Bicycle Club of Dallas, Texas, has been completed by five retailers for the purpose of promoting the use of bicycles through social events and racing programs at frequent intervals. The scheme is said to be a unique method of keeping the boys together with bicycles as a central theme of interest.

Initiation fees of \$1 are charged with membership 50 cents a month. In addition to getting a ten per cent. reduction on bicycle supplies and repair work the riders will be eligible to participate in three entertainments or outings of the club's choosing and will be eligible to receive one of the six bicycles to be given away during the year.

Dealers who are members of the organization are: E. E. Brawner, W. W. Cunningham, George H. Hoehn, Guaranty Cycle Co. and L. E. Larsen. Officers are: George Hoehn, president; Jack Muhs, secretary; E. E. Brawner, treasurer; W. W. Cunningham, L. E. Larsen and Arthur Mims, vice-presidents, and Richard Schmid, chief.

CARNIVAL AT SEATTLE

THE Greater Seattle Bicycle Club held a masquerade carnival and rally on Friday evening of Bicycle Week. Among prizes awarded to winners of games and contests were two gold watches. The prizes were given for the best decorated bicycle, the best costume, sack race, blindfold boxing match, three-legged race, boys' dancing contest, doughnut and ice cream eating contests, and a candy on the string contest.



They sometimes pile 'em up at the Newark Velodrome. Top photo shows spill in Miss-and-Out race on May 7. Lower picture shows same field a lap or two before the crash

ACTION DURING BICYCLE WEEK

(Continued from page 31)

him. Chief of Police Thomas Tyrell was the official starter of both races, and prizes were furnished by the C. T. A.

Eight riders competed in the five-mile handicap race, staged May 7, under the auspices of the Queen City Wheelmen of Plainfield, N. J., and Frank Importico won a pair of tires for coming in first. Time, 2:28.3-5. The Queen City Wheelmen run races regularly and some of its members are among the best amateurs in the country, Fred Spencer being a contender for the national sprint championship races this season.

The dealers' association of York, Pa., should be commended for putting over Bicycle Week in such wonderful fashion. Aside from having two pages of bicycle ads, a real honest-to-goodness show was held and hundreds of people visited it. The affair was staged in the Overland Garage and twelve of the local dealers had exhibits the same as one would see at the regular New York or Chicago shows. Music was provided by a local orchestra. To add interest to the show, a home trainer race was held each night, with local riders competing, and this stunt alone was one of the outstanding features. In reporting on the affair, Harry M. Dressler, the secretary of the dealers' association, says: "It was a grand success. We had splendid crowds each night, and we think it was well worth the efforts and expense we went to for the sake of the advertisement alone, besides the friends we made."

More than 500 persons saw the races in Ottumwa, Ia., May 4, staged by L. S. Chidester & Co. A total of twenty-nine boys faced the starters in the different races. In reporting to headquarters, Arthur E. Chidester said: "We started to advertise the race April 19 just as soon as the prizes started to come in. We used a few paid

ads in the local paper, displayed the prizes in our windows, had a large banner across the store front, and mailed out 3,459 circulars announcing the races. We also had a large sign up in the boys' department of the Y. M. C. A., and secured complete co-operation from the "Y." We sold eight new bicycles during Bicycle Week and five rebuilt machines."

Paul L. O'Brien, one of the live wires of Vincennes, Ind., staged a parade with a series of bicycle races May 6, and was assisted by M. J. Crouse, another dealer. The mayor of Vincennes took part in the ceremonies and acted as one of the judges. Fifty-four boys were entered in the races, but before they were permitted to race it was understood that they also participate in the parade. Much interest and enthusiasm was displayed during the progress of the parade and the bicycle was given very favorable comment in the local papers.

MADE HISTORY IN CANADA

Ottawa, Ont.—History was truly made during the National Bicycle Week of 1922 in Canada, the only disappointing feature of the annual spring trade drive being the lack of action on the part of dealers and newspapers in several of the largest cities in the Dominion. In practically all other important centers, the week was observed in outstanding fashion and the features were both substantial and effective.

The newspapers of Ottawa and London, Ontario, led the whole country in the matter of co-operative publicity. The Ottawa Journal, Ottawa Citizen, London Free Press and London Advertiser published bicycle sections which were considered excellent. The newspapers elsewhere took a live interest in Bicycle Week as well but pages published by the newspapers mentioned were undoubtedly in a class by themselves. Two newspapers, the Edmonton

Journal and the Vancouver Province, each conducted important annual bicycle races on their own account, uniting with local dealers in providing handsome prizes and arranging details.

The annual spring handicap road race in Ottawa, Ontario, was the greatest yet held, the number of starters being practically double what it was one year ago. Apart from newspaper features, the big event in Kingston, Ontario, was a bicycle road race under the auspices of the Kingston Y. M. C. A. At London, Ontario, President G. A. Wenige of the Canadian Bicycle Dealers' Association, aroused wide interest by having many boys and girls as his guests at the opening baseball game, the school children securing admission tickets by visiting his store to register names and other details. A special stunt at Ottawa was the button contest staged by Byshe & Co., 2,000 buttons being issued at the store and at schools, ten prizes, including a bicycle, being given to those who found duplicates of their buttons. William Dakin of Galt, Ontario, also conducted a novel stunt for all those making purchases at his store during the week, in offering five fine prizes for the solution of a puzzle, a copy of which was published in the local newspaper. These were some of the fine stunts of the week.

GOOD BUSINESS AT CANTON, O.

Canton, O.—Bicycle sales the week following "National Bicycle Week" were very satisfactory, according to J. C. Parks, proprietor of the Canton Sporting Goods Co. store. Prominent in the observance of the special bicycle week were the American Cycle Co., L. C. Nieschwitz and the Canton Cycle & Supply Co. The Cleveland Plain Dealer, which is waging a subscription campaign and offering bicycles as prizes, displayed several models in conspicuous places in the down town district.

COLONIAL

JOBBER

35
MURRAY
STREET
NEW YORK

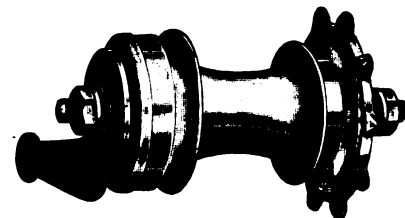
We Keep Our Stock On the Firing Line—

A full line always complete—always at your call. The prices are right, too, that's why we serve so many Cycle Dealers with their supplies.

Have You Added RADIO to your line? The demand is continuing undiminished. Our line is a quality line sold at good discounts.

Let us send you our
prices or salesman.

Colonial Cycle Supply Co.
35 Murray Street New York



CORBIN DUPLEX COASTER BRAKE

Made and backed by Corbin for 21 years. Safe in traffic and responds surely when quick, positive braking is necessary in emergency.

Standard or optional equipment on practically all 1922 makes of bicycles. Performs perfectly as long as the bicycle lasts.

CORBIN SCREW CORPORATION
American Hardware Corporation, Successor
218 High Street, New Britain, Conn.

Branches

New York

Chicago

Philadelphia

QUESTION BOX

New York to 'Frisco

(1)—Please give me the best route from New York to San Francisco via Detroit, with distances between principal cities.
New York, N. Y. PHILIP ALLDIAN.

Answer

(1)—New York to Easton, Pa., via Newark, Morristown, Chester, Hackettstown, Washington and Phillipsburg, about 83 miles. Easton, Pa. to Harrisburg, Pa., via Bethlehem, Allentown, Reading, Lebanon and Hershey, 106 miles. Harrisburg to Bedford, via Carlisle, Chambersburg, McConnellsburg and Breezewood, 107 miles. Bedford to Pittsburgh via Bucktown, Ligonier, Greensburg, Adamsburg, East McKeesport, Wilkesburg and Pittsburgh, 100 miles.

Pittsburgh to Cleveland, Ohio, via Allegheny, Sewickley, Rochester, Beaver Falls, Enon Valley, Middletown, Boardman and Youngstown (74 miles from Pittsburgh); Austintown, Palmyra, Rootstown, Ravenna, Kent, Hudson, Bedford and Cleveland (151 miles from Pittsburgh).

Cleveland to Chicago, via Beach Park, Vermillion, Huron, Sandusky, Fremont, Le Moyne and Toledo (115 miles from Cleveland). Turn north at Toledo and go to Detroit via La Salle, Newport, Trenton and Wyandotte (59 miles Toledo to Detroit). Return Detroit to Toledo (59 miles); from Toledo continue to Crissey, Delta, Wauseon, Stryker, Edgerton, Ohio then Butler, Ind.; Kendallville, Brimfield and Ligonier (122 miles from Toledo). From Ligonier go to Benton, Goshen, Dunlap, Elkhart, Mishawaka, and South Bend (167 miles from Toledo); then on through New Carlisle, La Porte, Westville, Valparaiso, Hobart, Hammond, and Chicago. Cleveland to Chicago via Toledo and Detroit, 509 miles.

Chicago to Omaha, Neb. Distances given from Chicago: Oak Park, Wheaton, Geneva (35 miles), De Kalb, Rochelle, Dixon (101 miles), Sterling, Morrison (127 miles), Clinton, Ia. (142 miles), Dewitt, Lowden, Marion, Cedar Rapids (233 miles), Belle Plaine, Gladstone, Montour, Marshalltown (311 miles), Ames, Boone, Grand Junction (387 miles), Jefferson, Glidden, Denison (452 miles), Dunlap, Logan, Honey Creek, Council Bluffs (526 miles). Chicago to Omaha, 530 miles.

Omaha to Cheyenne, Wyo. Distances from Omaha: Fremont (37 miles), Columbus (86 miles), Central City (128 miles), Grand Island (155 miles), Kearney (203 miles), Lexington (239 miles), North Platte (302 miles), Paxton, Ogallala, Bigspring, Chappell, Sidney, Potter, Kimball, Bushnell, Neb. (475 miles), Pine Bluff, Wyo. (485 miles), Cheyenne (530 miles).

Cheyenne to Salt Lake City, Utah. Distances from Cheyenne: Laramie (59 miles), Medicine Bow (120 miles), Rawlins (183 miles), Rock Springs (297 miles), Urie, Fort Bridger, Wyo., Evanston, Wyo. (413 miles), Wasatch, Utah; Emory, Coalville, Wanship, Barclay (482 miles), Salt Lake City (499 miles from Cheyenne).

Salt Lake City to Reno, Nev. Distances from Salt Lake City: Ogden (35 miles), Brigham (58 miles), Tremonton (79 miles), Park Valley, Tacoma, Nev., Elko (344 miles), Battle Mountain (438 miles), Winnemucca (499 miles), Lovelocks (563 miles), Reno (661 miles from Salt Lake City).

Reno to San Francisco. Distances from Reno: Truckee (58 miles), Auburn (134 miles), Sacramento (170 miles), Stockton, Altamont, Livermore, Haywards, Oakland (294 miles) and San Francisco, 300 miles from Reno.

Lincoln Highway route marks Chicago to San Francisco, except Toledo to Detroit and return. Total distance: 3,576 miles. All kinds of roads, especially in Iowa and Nebraska. Get local reports in Middle West before starting each day.



It Will Pay You to Deal with the Largest Jobber in Upper New York State

We buy in large volume, consequently we can give our dealers the benefit of the lower prices which we get.

In addition to lowest prices we render to our dealers

- quickest delivery
- unbeatable service
- the fullest stock from which to order

Why not test us—compare our values and service with others.

We'd like to send you a catalog or salesman at your request. Also, may we have your mail orders?

Perlman Cycle Company, Inc.
61 State Street, Rochester, New York
Wholesale Exclusively—No Retail Department or Sales

Put a "BLACK DIAMOND" on your Floor. And note the immediate admiration of your customers.

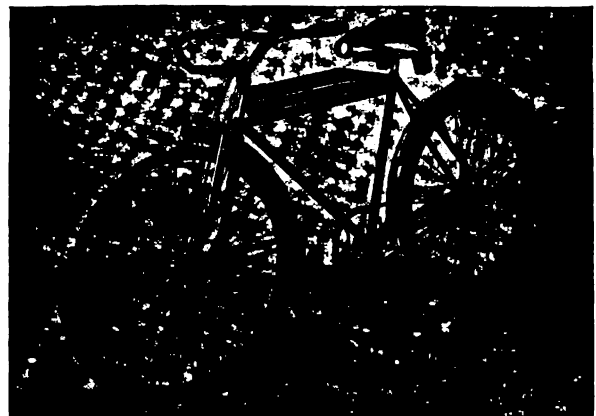
Isn't that the bicycle you can sell?

Your territory may still be open. Wire or write for our "One-dealer-in-a-town" Policy.

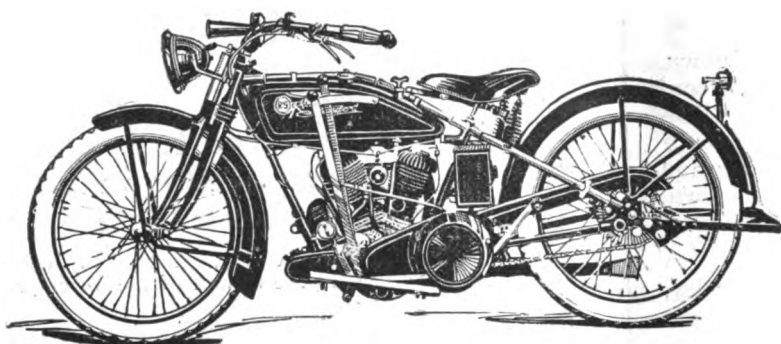
CITY SUPPLY COMPANY

56 Warren Street

New York City



READING STANDARD



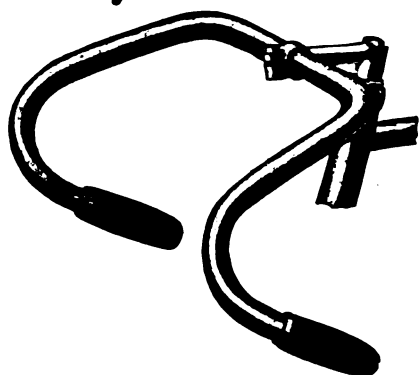
**Only Solo Team to Finish
With Perfect Score.
Wilkes-Barre Run—
255 Miles.**

The World's Master Motorcycle

Again the Reading Standard Motorcycle proves that it is built right. The R-S will stand the hard knocks of every day service.

READING STANDARD COMPANY, Reading, Pa.

Kelly Reversible Bars



**BELGIAN
RACING
BARS
B156½**

**STANDARD
BAR OF THE
WORLD FOR
THOSE WHO
WANT THE
BEST**

*Catalog of all Kelly
Bars free on request.*

Kelly Handle Bars have maintained their reputation as the standard of the world by consistent adherence to the policy of producing the highest quality product. The finest workmanship and the best material the market affords go into Kelly Bars. All Kelly Bars and Stems are triple nickel plated on copper.

KELLY HANDLE BAR DEPT.

AMERICAN STOVE COMPANY

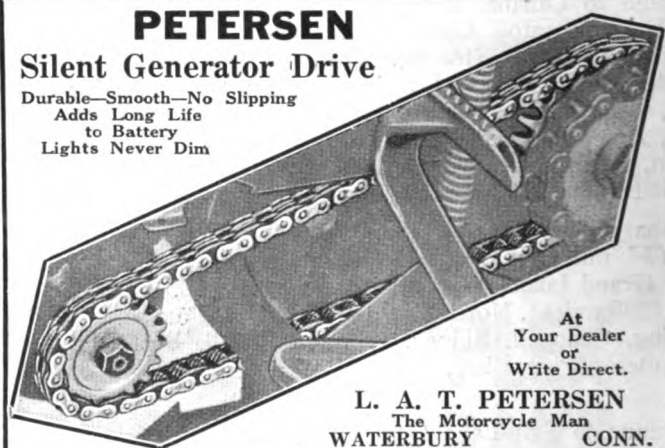
5917 PERKINS AVENUE

CLEVELAND, OHIO, U. S. A.

PETERSEN

Silent Generator Drive

Durable—Smooth—No Slipping
Adds Long Life
to Battery
Lights Never Dim



At
Your Dealer
or
Write Direct.

L. A. T. PETERSEN
The Motorcycle Man
WATERBURY CONN.

**NEW DEPARTURE
COASTER
BRAKE**

The Brake that Brought the Bike Back.

For assurance of prompt attention to your wants, mention *Motorcycle and Bicycle Illustrated*



No. 6 TORRINGTON PEDAL
PATENT APPLIED FOR.

It Has a Wonderful Feature—

RUBBER rods are riveted to the outside brace so by removing the rod nuts on the inside brace, the pedal becomes two component parts. This feature added to the use of the 3-16 inch balls in a container eliminates all possible loss of loose parts when the pedal is for any reason disassembled.

The easy rubber replacement, so popular in earlier models, is incorporated.

Our Torrington imprint on the rubber identifies the quality.

The Torrington line is a good line to stock up with.

**THE TORRINGTON CO.,
STANDARD PLANT
TORRINGTON, CONN., U. S. A.**

No. 6

Torrington

Pedal

Replaces the No. 4

HUB-SERVICE

Do you value service?

Do you get your order through on time—as you ordered it and at a fair price?

***That Is What
Hub Service Means***

Our stock of cycle specialties is the largest in the country.

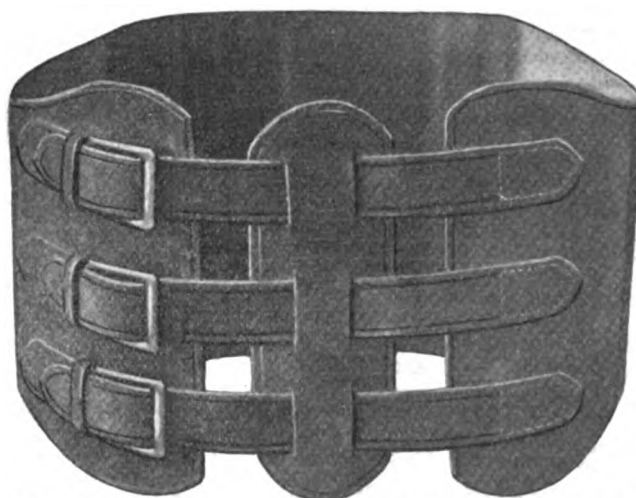
Write for our catalog.

HUB CYCLE COMPANY

19-37 Portland Street

BOSTON

MASS.



Patent Pending

Note—The ruggedness and strength.

COMFO MOTORCYCLE RIDING BELT

(Patent Pending)

Why worry about your Saddle or Springs. Ride 'em cowboy fashion with the greatest of comfort.

You wear Goggles to protect your eyes, Gloves to protect your hands. What do you wear to protect your body from shocks which you are now subject to without the Comfo Riding Belt?

Buy a COMFO RIDING BELT, wear it any length of time, and if

you are not thoroughly satisfied your money will be refunded.

Made to conform to the shape of your body, open at the front to allow for expansion, with back reinforcement of the finest Quality leather.

The belt that has more than money value.

Choice of two colors, Black or Brown. PRICE \$4.00 with money back guaranteed.

Dealers write for prices and free circulars.

Manufactured by

Harlem Central Motorcycle Co.
1815 Park Avenue New York

None Genuine Without This Trade Mark



For assurance of prompt attention to your wants, mention Motorcycle and Bicycle Illustrated

Dealers' and Distributors' Directory

MOTORCYCLE CYLINDER GRINDING

We have installed the latest and most modern Cylinder Grinding equipment for motorcycle work.
Oversize Pistons and Rings fitted.

48-HOUR SERVICE

Special light weight pistons supplied at a slight additional cost.

WRITE FOR PRICES
Special Discount to Dealers

ALEXANDER KLEIN
2216 N. BROAD ST., PHILADELPHIA, PA.

THE MOTORCYCLE SALES AND SERVICE STATION

Is the largest exclusive Motorcycle Repair Shop in the East having the special equipment necessary for all kinds of motorcycle work.

DIFFICULT REPAIRS A SPECIALTY
Particular attention given to out-of-town work.

**2216 NO. BROAD STREET
PHILADELPHIA, PA.**

(Alexander Klein, Proprietor)
**OFFICIAL INDIAN SERVICE STATION
FOR PHILADELPHIA COUNTY**

B. A. SWENSON, 522 BROAD STREET
PROVIDENCE, R. I.
Second-hand motorcycles wanted in trade for Indians. Complete stock of Indian parts.
Mail orders receive prompt attention.

Tel. 332 **E. FULGUM**
HARLEY-DAVIDSON MOTORCYCLES
Parts Repairs Battery Service Station
Schebler Service Station
216 Washington St. Peekskill, N. Y.

MOTORCYCLE RIDERS
Full Stock of Parts and Accessories on Hand or Obtainable at Once
**WRITE IN YOUR NEEDS
OR CALL PERSONALLY**
**Largest MOTORCYCLE GARAGE
IN NEW YORK**
**MANUFACTURERS—We are growing larger daily,
in the market for new agencies and sub-agencies.**
Harlem Central Motorcycle Co.
1615 PARK AVE. NEW YORK CITY

DEALERS

For the month of May we will offer our full line of Kellogg Efficiency Valve tools at a discount of 50% from list price. Orders will be filled in rotation and subject to stock on hand.

Save C. O. D. Charges. Send check or money order, add 10c. for postage.

The
Kellogg Mfg. & Sales Co.
BRIDGEPORT, CONN.

BICYCLES

COMPLETE PARTS EXPERT REPAIRS ACCESSORIES

(Two minutes from railroad station)
RELIABLE BICYCLE SHOP
(C. TALLBERG, Prop.)

403 Watchung Avenue Plainfield, N. J.

GENE COUGHLIN

Distributor

Reading Standard

MOTORCYCLES

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Sub-Agencies Open

**LARGEST MOTOR FOR LOWEST
PRICE ON MARKET**

Tel. Audubon 9127

244 West 145th Street, N. Y. C.

Dealers

who advertise here are in the limelight and have raised themselves above the level of the unknown among the cycle dealers.

Advertising here pays—because the manufacturer and wholesaler are always keeping their eyes open for live, wide-awake, **KNOWN DEALERS** when they have valuable agencies, sub-agencies, big job lots, etc., to place.

Riders, too, want to deal with the **KNOWN DEALERS**.

Price for space nominal. Write Motorcycle & Bicycle Illustrated, 920 Broadway, New York.

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Excelsior and Henderson Distributors for the Bronx

Supplies and Parts Always on Hand

TOWNER BROS.

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For Most of Western New York
**CLEVELAND Motorcycles and
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Parts for All MACHINES.

Expert REPAIRING.

Visiting Riders WELCOME.

940 Jay Street 179 Lyell Avenue
Both Stores on Niagara Falls Route. Bell Phones.
ROCHESTER, NEW YORK

General Motorcycle Sales Co.

793 BOYLSTON STREET
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We are in a position to supply the trade with 2½" Piston, Standard and Oversize.

Distributors of

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Henderson Four for New Hampshire
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Newark Motorcycle Repair Co.

**EXCELSIOR AND HENDERSON MOTORCYCLES
BICYCLE AND MOTORCYCLE ACCESSORIES**

Tel. 3666 B B Repair work called for
32 Park Avenue and promptly attended to
Newark, N. J. No distance too great.

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Brazing Parts General Machine
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Schebler Carburetor Service Station
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St. Nicholas Motorcycle Agency

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Parts and Supplies
Repairs on all Makes of Motorcycles
1050-2 ST. NICHOLAS AVENUE
163D STREET, N. Y. C.
Phone Wadsworth 5254

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PARTS AND ACCESSORIES
165th Street and Webster Avenue, N. Y.
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W H. Buchanan Co., Inc. DISTRIBUTOR

Reading Standard

**HENDERSON and
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MOTORCYCLES

Largest Stock Bicycles and Motorcycles in N. J.
AGENTS WANTED Tel. Market 1339
486 BROAD STREET NEWARK, N. J.

For assurance of prompt attention to your wants, mention Motorcycle and Bicycle Illustrated

Dealers' and Distributors' Directory

AUTHORIZED AGENCY
Harley-Davidson Motorcycles
and
Iver Johnson Bicycles

Complete stock of genuine parts and accessories.

HARRY ISON
Bridge Plaza North, Long Island City
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AGENT

Indian Motorcycle
Evans Power Cycle
Briggs Stratton Motor Wheel

Bicycles, Rangers, Dayton, Columbia,
Pierce Arrow, Indian and other makes.

Parts and Repairing

Flushing Motorcycle Exchange
N. Rose, Prop.

30 Main Street Flushing, N. Y.
Tel. 4981

FREE TO DEALERS

Sample Tube of "TIRE DOPE": That Famous
Puncture Proof Solution. The World's Best. Let
us prove it. Stick Spokes through your tires, they
won't leak. We sell direct to Dealers. Send your
name now.

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SAN ANTONIO, TEXAS

Excelsior & Henderson

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200 W. 128th St., N. Y. Tel. 3332 Morningside
DAYTON MOTOR BICYCLES

\$1.00 an Inch is the price of space
in these columns.

ONE INSERTION
THREE CENTS A
WORD;
MINIMUM 50c.

Classified Advertisements

MORE THAN
ONCE TWO
CENTS A WORD
PER ISSUE.

BARGAINS! ONLY A FEW MORE LEFT!

28x3 United States "Usco" first tires.....\$7.50
28x3 Goodyear or Goodrich first tubes..... 1.25
Kay Bee Spotlights..... 3.50
Carter Carburetors..... 9.50
Leather Officers' Leggings..... 2.95
Leather Helmets..... 1.90
Leather Coats.....13.50
Leather Pants.....13.50
Garbardine Complete Motorcycle Suit.....10.00
Genuine Resistal Unbreakable Goggles..... 1.90
National Sidecar covers to fit all makes of
Motorcycles..... 3.50
Special Messenger Air Cushion Saddles..... 7.50
Tiffany Sidecar Lamp..... 1.50
ACT QUICK! ORDER NOW! SAVE MONEY!
Largest stock of Indian parts, new and used.
Mail orders filled same day received.

STERN BROTHERS

1790 First Ave. (Near 93rd St) 119 W. 110th St.
New York City, N. Y.

ABSOLUTELY FIRSTS—Fresh stock of Good-
year, United States, Firestone or Goodrich
28 x 3 Tubes, at \$1.39 each, while the supply
lasts. These are not shop-worn or war goods.
Mail your order now. **GOTHAM SPORTING
GOODS CO., INC.**, 128 Chambers Street, New
York.

TUBES—Your choice of Goodrich, Firestone, or
Goodyear, 28x3, first quality, manufacturer's name
on, for \$1. Mailed parcel post paid. Downing
Tire Stores Corporation, 1717 Broadway, New
York. 5-18

FOR SALE—1919 Harley-Davidson with Side-
car, \$75; 1917 Indian, \$60; 1915 Merkel, \$25; 1917
Cleveland, \$40; 1917 Reading-Standard, \$65. All
good running. Order \$25 down, balance C. O. D.
Bosch Magneto, \$8. Schebler Carburetors, \$4.
MOTORCYCLE EXCHANGE, West Bridgewater,
Penna. 5-18

PARTS—New and Used, for Indian, Thor,
Merkel, Miami, Pierce, Curtis, F.N, Royal Pion-
cer. All makes of Coaster Brakes. All types
Eclipse Clutches. **THE SUMMIT CYCLE CO.**,
Jersey City, N. J. T.F.

FOR SALE—In Good Southern city, a leading
Motorcycle Business, handling the best line of
Motorcycles on the market. BOX 31, care Motor-
cycle and Bicycle Illustrated, 920 Broadway, New
York City. 5-11

Advertising in these classified
columns brings quick results at
lowest possible cost. Not a week
passes but someone writes us:
"Chance our ad; we've closed
out the goods we've been adver-
tising," or "we've got the man we
wanted," or "we've got the job
we wanted." Why not send us
copy for your ad today—Now?
Rates given in heading.

Address,
Motorcycle & Bicycle Illustrated
920 Broadway New York

FOR SALE—Bosch Magneto, twin, German
made, off Indian, \$10. Splittorf Dixie model, twin,
45 degree, \$6. Both mags hot sparkers and in
good condition. **W. K. YEATMAN**, 308 College
Street, Birmingham, Ala. 6-1

WANTED—Second-hand Three-Wheel Bicycle.
State price and condition. **SAGER'S ELECTRIC**
STATION, Rochester, N. Y. 5-18

ATTENTION DEALERS AND RIDERS!

How about your Tires?
We have a limited quantity on the following
sizes:
28x3 U. S. First Quality..... \$7.75
28x3 Fisk Red Top Firsts..... 7.75
28x3 Federal Firsts..... 7.75
29x3 1/2 Usco Seconds..... 5.95
26x3 Fisk Non-Skid Seconds..... 3.50
Will ship anywhere on receipt of Money-Order.
Buy now. **PRICES ARE ADVANCING.** Tire
Dept. **MYEROW BROTHERS**, 258 Columbus
Avenue, Boston, Mass. 6-1

FOR SALE—"ATTENTION, MOTORCYCLE
RIDERS!" Send for our "MONEY SAVING
MESSAGE TO THE MOTORCYCLIST" (illus-
trated). It will save you money on accessories,
tires, repair parts, etc. Many used parts, such
as magnetos, transmissions, frames, at a big
discount. Our Repair Department is at your
service. Our large stock of Motorcycles, Motor
Attachments and Bicycles, must be sold at once.
Prices at less than half. Send for Big Bargain
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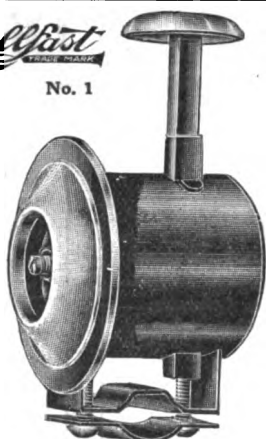
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Rollfast No. 1 Horn vibrates on both up and down strokes. Has no dead center. Few working parts. No springs or delicate parts to break, get out of order or cause trouble. Black enamel. Nickel face.

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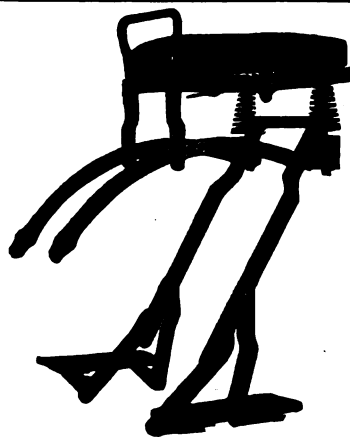


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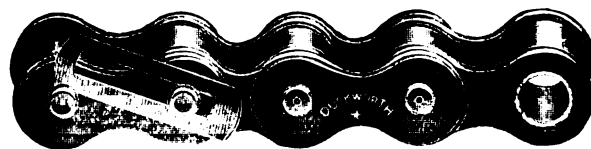
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Hardening Atlas Balls. Helical grooves roll balls slowly forward from cool end of rotary furnace into gradually increasing heat. Hot balls are discharged into screen suspended in water tank, then automatically lifted out.



The illustration shows the first or rough grinding operations after the balls have been hardened. This machine allows metal to be removed much more rapidly than in subsequent operations of grinding.

True Sphericity—Plus Resilient Toughness Keep Atlas Balls Poised Ready to Roll

It takes less than thirty seconds to turn guns and turrets through a 45-degree arc. In supporting this dead weight on Atlas Steel Balls, the impulse of a small motor swings the load like a toy.

This quick response of massive weight to motive impulse is but another way of telling of friction's defeat—whether it's a turret to be moved, your automobile, or the most complicated industrial machinery.

You can imagine, then, the part Atlas Steel Balls must play in overcoming destructive friction. If one ball varies from another one ten-thousandth of an inch—or one-tenth the thickness of the thinnest tissue paper—the unequal burden imposed is often enough to cause serious damage to the overloaded balls.

Atlas Steel Balls not only approach true sphericity within this extremely close limit, but possess a resilient toughness of steel which keeps them from crushing under shock and strain.

ATLAS BALL COMPANY

Supervised by

SKF INDUSTRIES, INC.

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New York City

745

ATLAS



STEEL BALLS

Made Under
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Supervision

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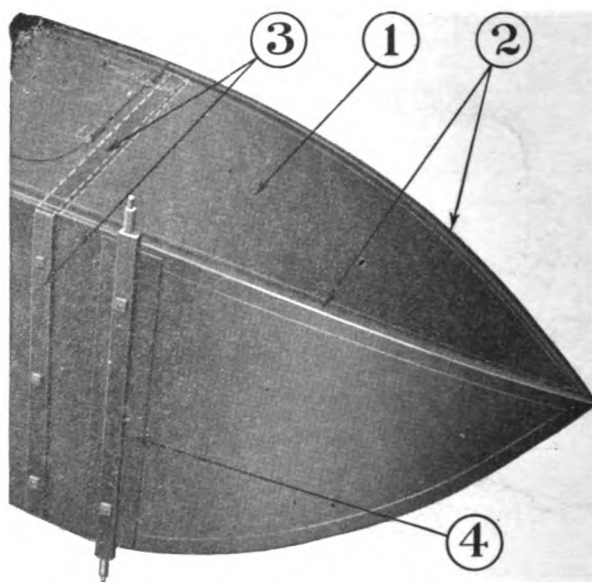
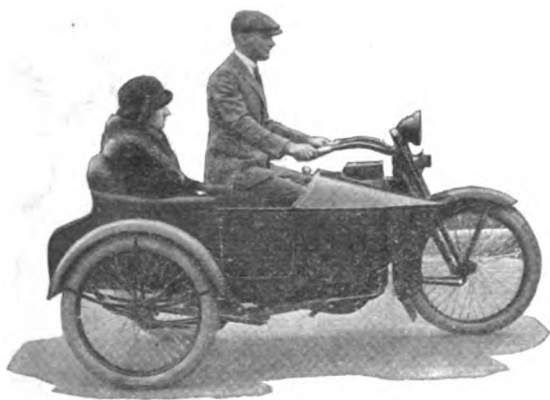
(This is the first of a series of talks on the Royal Tourist Sidecar)

Note these four exclusive extra-strength features:

1. Entire sidecar body made of 22 gauge, full-finished, auto body sheet steel—same as used by Cadillac and other high-grade cars.
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\$115

—is the low price on the new, improved Harley - Davidson Royal Tourist Sidecar. Your local dealer will be pleased to demonstrate.



**The Royal Tourist,
the built-to-endure
Re-inforced Sidecar**

These four *special* features, listed above at the left, give the Harley-Davidson Royal Tourist Sidecar additional strength and sturdiness that stands the test of rough roads, miles and years.

Look for and get these features when you buy a sidecar. The extra strength assures *extra* miles, comfort, years of service—and *extra* value!

Harley-Davidson Motor Company

Largest Producers of Motorcycles and Sidecars in the World

Milwaukee, Wisconsin

MY 29 '12

Motorcycle & Bicycle ILLUSTRATED

America's Greatest Cycling Magazine



Profits *Plus*

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Dealers find it easy to sell the Sinclair Militor. It is unparalleled for economy of operation, for speed, and durability. It is a

tor was turned over to the Bullard Machine Tool Co. of Bridgeport, Conn., for a limited production. Only thoroughly responsible dealers, men who will deserve the confidence

Motorcycle & Bicycle ILLUSTRATED

Vol. 18

May 25, 1922

No. 21

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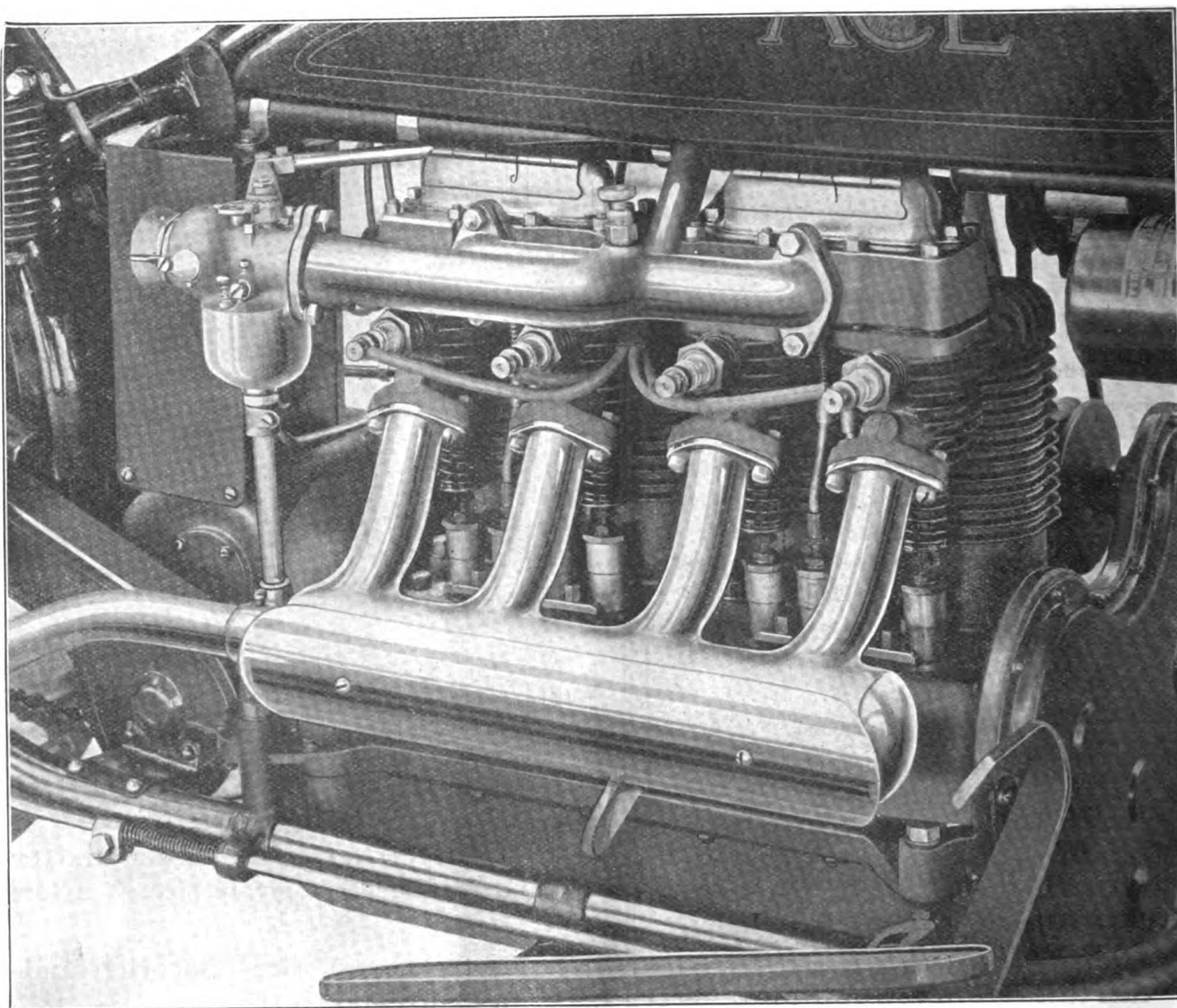
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The new "55" and the Goodrich
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Four-cylinder Class:

Cool and quiet

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ACE MOTOR CORPORATION
PHILADELPHIA, U. S. A.

For assurance of prompt attention to your wants, mention *Motorcycle and Bicycle Illustrated*

THAT'S the way it runs from start to finish, no matter how hard the test or how long the pull. Continued high speed or a steady drag on low gear—cool and quiet. Mile after mile, hour after hour, day and night if the rider wishes—the same sure four-cylinder reliability in strenuous service. It would be hard to imagine more conclusive proof of dependability than the consistently cool running of the Ace “four” in the following instances:

24-Hour Endurance Run, of Crotona Motorcycle Club, New York, 480 miles, May 13-14. Seven Aces started, seven Aces finished on time, with six perfect scores. Ace solo team: Charles Coles, Herbert Kays and Ed. Ball. Ace sidecar team, R. J. Williard with Mason as passenger; Marion Slater and Allen Smith; Chas. Michilik and Norman Young. Individual Ace solo: Albert Reyes.

24-Hour Sectional Endurance Run, Ft. Wayne, Ind., May 7. Four Aces started, four Aces won perfect scores and took highest honors for consistency. The victorious Ace riders are Wm. A. Mayer, B. Parks, A. Pentz and A. Campbell.

Run of the Reading Motorcycle Club to Wilkes-Barre and return, 250 miles, May 7. Three Ace riders won perfect scores—Chas. Coles, Eddie Mack and Armour Anderson.

Ace motorcycle ridden by Roy Artley is first motor vehicle to reach Gibraltar Dam in California. Eight miles up a steep, boulder-strewn mountain trail; low gear all the way, with heavy skid chains to provide traction; four-cylinder power never wavered and won its dauntless way to the goal.

“You can depend on the Ace”

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Dayton Bicycles

Aladdin's Lamp—and the Bicycle Business

REMEMBER the story about Aladdin and his wonderful lamp? Recall how the slightest rub brought a genie for Aladdin to command—a genie to make his fondest wishes come true?

After hearing that tale, a lot of us rubbed all the old lamps in the house in the hope that a magic lamp might be among the lot. But alas, no genie appeared.

Lamps have gone out of style—but the tale of Aladdin and his wonderful lamp has a direct bearing on the bicycle business today.

You want to be a successful dealer, don't you? Now, just as a common, garden variety lamp wouldn't have brought success to Aladdin, so a common, garden variety bicycle will not bring success to you.

You must sell a bicycle that excels in every point of construction—that makes for satisfied riders.

You must sell a bicycle that is well-known—that will assure you quick turnover and big profits.

And you must be backed by the helpful sales and advertising co-operation of the manufacturer of that bicycle.

You are assured of these things when you sell Dayton Bicycles. That's why the Dayton Dealer Franchise in your town will be the Aladdin's lamp that will bring you success in the bicycle business.

We'd like to tell you about the Dayton proposition. Write or wire today.



Be sure this trade-mark is on the bicycles you sell.

THE DAVIS SEWING MACHINE CO.

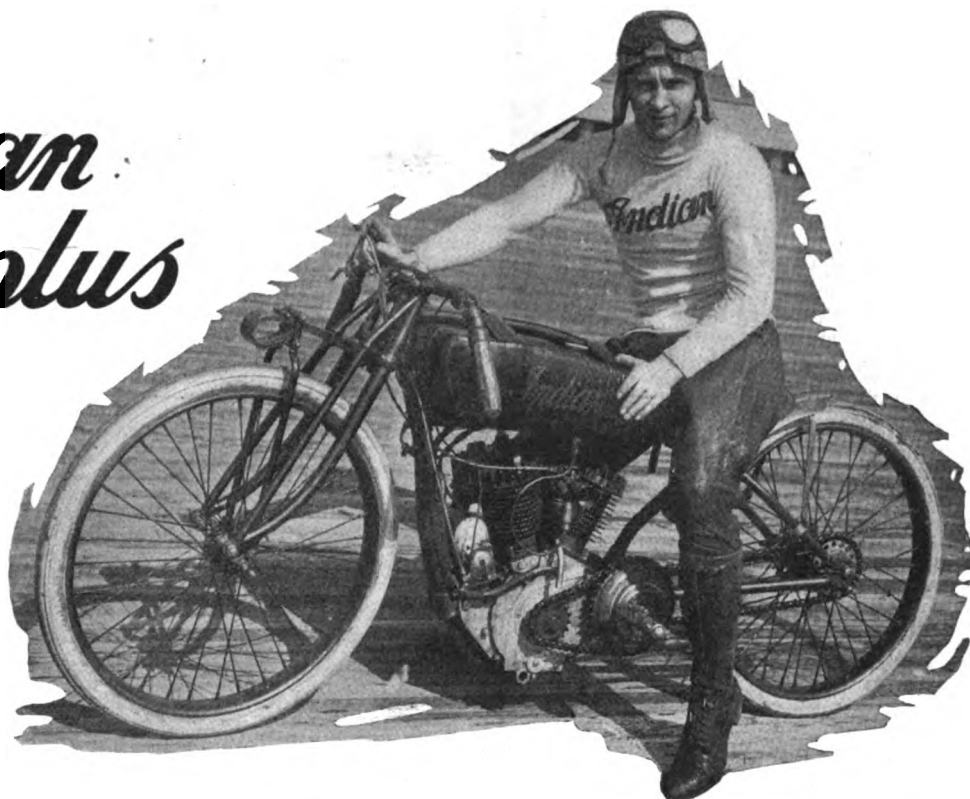
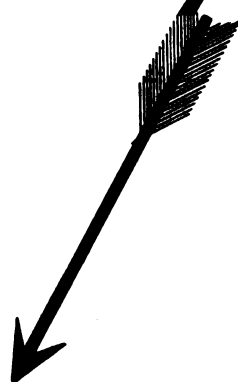
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Dayton, Ohio

Ralph Hepburn

and

Indian Powerplus



WIN 3 OUT OF 4 EVENTS

SAN CARLOS SPEEDWAY

SAN CARLOS, CALIF., MAY 14, 1922

AVERAGE BETTER THAN 100 M. P. H. IN EVERY EVENT

Miss and Out

1. Ralph Hepburn INDIAN
2. Ray Weishaar _____
3. Otto Walker _____

Time: 4.20.80

25 Mile

1. Ralph Hepburn INDIAN
2. Ray Weishaar _____
3. Jim Davis INDIAN

Time: 14.49.40

10 Mile

1. Ray Weishaar _____
2. Jim Davis INDIAN
3. Ralph Hepburn INDIAN

Time: 5.47.40

50 Mile

1. Ralph Hepburn INDIAN
2. Ray Weishaar _____
3. Jim Davis INDIAN

Time: 29.57

Hendee Manufacturing Co.

Largest Motorcycle Manufacturer in the World

Springfield, Mass.

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New Departure Coaster Brake

The Quality Twins

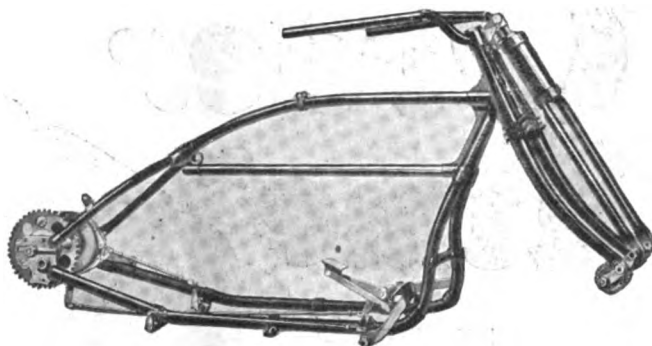
THE handsome, concave New Departure Coaster Brake and Front Hub, finished in highly polished, non-rusting nickel, add to the beauty of any bicycle in which they may be used. They match absolutely not only in appearance but in high quality of materials, workmanship, and finish.

When specifying New Departure Coaster Brakes on the bicycles you order from jobber or manufacturer, why not also get front hubs to match?

The New Departure Manufacturing Company
Bristol, Connecticut

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A REAL FOUNDATION



REMEMBER THE PARABLE OF THE MAN WHO BUILT HIS HOUSE ON A FOUNDATION OF SAND? IT LOOKED ALL RIGHT BUT IT WAS A FAIR-WEATHER PROPOSITION, PURE AND SIMPLE, AND COULD NOT WITHSTAND THE ROUGH USAGE OF THE ELEMENTS, FOR NO HOUSE CAN BE STRONGER THAN ITS FOUNDATION.

THE frame is the foundation of the motorcycle structure, and no motorcycle can be stronger than its frame.

The frame must be able to endure the hardest kind of rough road service; it must not fatigue under severe and continued vibratory stresses and strains; rigidly must it maintain proper relationship of power-plant, transmission and drive-wheel.

These arduous requirements demand scientific frame design, skillful and careful workmanship, and suitable materials, all of which are properly combined in Excelsior and Henderson frames. Every joint is a nickel steel forging and no sheet metal stampings or castings have ever been used. This forged construction is expensive because forgings are tough, solid blocks of steel which must be drilled out and machined. Experience shows that the Excelsior-Henderson way is the only method of building trouble-proof frames.

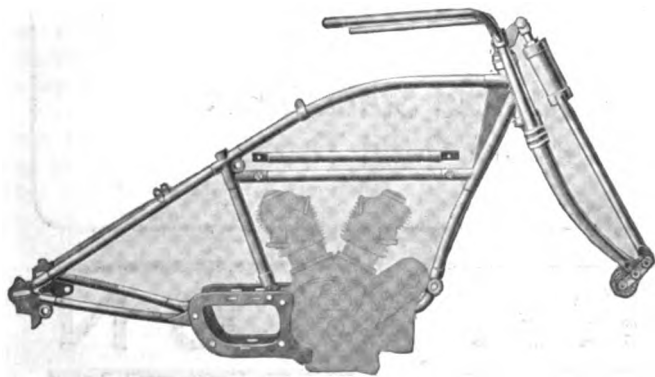
The extra heavy gauge, seamless, cold-

drawn steel tubing is bonded together with the Excelsior-Henderson forged joints to make the strongest motorcycle frames on the market. All joints are brazed by our special process which insures that the brazing must penetrate the innermost recesses, making an absolutely permanent bond.

The Excelsior motor and transmission are clamped into the frame in a vise-like grip between heavy anchor-plates which precludes all chance of ever working loose and breaking crankcase lugs. The removable frame-bar gives quick and easy access.

The Henderson unit power-plant is carried in a double-loop cradle frame, braced and reinforced for the hardest kind of heavy sidecar usage.

Both Excelsior and Henderson power-plants "stay-put" in the frames, yet they are readily removable and all parts are accessible. Sidecar attachment lugs in the frame forgings provide quickly—removable yet absolutely secure connections for sidecars.



Excelsior Motor Mfg. & Supply Co.

3700 CORTLAND STREET

CHICAGO, ILL.

"Order Time"



ISN'T it the logical thing to concentrate on a tire that you know riders prefer?

United States Tires
are Good Tires

TRAXION

—designed to meet every motorcycling need.



VOLUME 18

Motorcycle & Bicycle ILLUSTRATED

New York, May 25, 1922



NUMBER 21



The old timers come back. At the left, "Bill" Harley driving and Walter Davidson, sidecar passenger. At the right some of the company they were in

Milwaukee Motorists Enjoy "Melting Pot" Tours

BRAND favoritism was melted in the big kettle of good-fellowship in the first of a series of motorcycle tours inaugurated at Milwaukee, Sunday, May 21. The local dealers and The Milwaukee Journal presided at the stirring ladles and put the "kick" into the gravy.

The most encouraging feature of the exploit was the active attendance of William Harley on the saddle of an outfit which propelled Walter Davidson in a sidecar. They were primed for a good time and had their kit bags packed with boyish spirits.

R. L. "Jim" Clark, Indian dealer; Louis Peterik, Harley-Davidson dealer, and E. H. Kasten, ex-Hend. dealer, rode their mounts and assembled flocks of their riders for the big event.

"Slim" McCracken, motorcycle and

THE spirit of "Goodfellowship," promoted by the combination tours under the auspices of the Milwaukee Journal is worth emulation in every city in the country. It dates back to the first "Goodfellowship" tour of 1913, from which sprung the National Gypsy Tour idea. The Journal is no different from any other newspaper. It is not promoting these tours just for the fun of the thing, but because it considers it good business to do so. The dealers in any city can easily convince their livest newspaper that it is to its advantage to cooperate with them in promoting interest in the sport of motor cycling, but the dealers themselves must first learn to cooperate. There is probably keener competition in Milwaukee than in most cities but when it comes to working for the common good the Milwaukee dealers present a united front and they get results.

hike editor of The Journal, was tour-master, bestride a machine with sidecar and various slogans and catch phrases painted in brilliant colors on his outfit literally labeled him as the leader. "Slim" has popularized hiking in Milwaukee, having drawn out as many as 2,000 people on his winter hikes to nearby points of interest. His first motorcycle tour brought out about sixty machines. "It will be about 150 machines, at least," says Slim, "before the summer's over."

"Brownie," The Journal's editor, also participated in this tour. His support of motorcycling is very valuable as he is recognized as Wisconsin's motoring authority and has traveled more Wisconsin miles by motor than any other man.

The first tour took the riders to Lakeview, a resort at Pewaukee Lake, 30 miles from Milwaukee. Horseshoe pitching,



"Slim" McCracken, motorcycle editor of the Milwaukee Journal and his pathfinding car

baseball, bowling, fishing and other sports rounded out a day of enjoyment. Oh, yes, and the dancing! Need we say that motorcyclists' pep and ginger made the dance a whirl of syncopated gayety?

Among the half dozen lady riders (who rolled their own machines) were Miss Hazel Bilty and Miss Catherine Biegel. Many other ladies occupied sidecar seats.

All in all this series of Sunday tours, supported as it is by a live newspaper and equally live dealers and the Harley-Davidson officials, is predicted as a mighty revival of the kind of co-operation that elevates and betters the industry and the sport. New spirit will be noticed in Milwaukee's Gypsy Tour this year. The same all-star cast of Milwaukee's motorcycle notables that attended this first tour will attend the tour to Elkhart Lake.

There is new spirit in motorcycling in Milwaukee! Watch for its inevitable reflection in increased business.

NEW BATTERY COMPOUND

THE New York Storage Battery Co., are now treating Storage Batteries with a Jelly Electrolyte which they claim eliminates battery troubles. The Jelly Electrolyte is a substance somewhat of the consistency of gelatin, and being of a gelatinous nature will neither spill, splash out and it is claimed it does not corrode connections, or injure clothing or machinery by contact with sulphuric acid. Batteries are claimed to last much longer when filled with this Jelly, as it holds the active materials in the plates not allowing them to shed and short-circuit the battery it also is claimed to prevent sulphation of the plates and separators, and will not freeze. By adding a spoonful of distilled water to each cell every month

or two the battery will last and function properly for a much longer time, and may be charged and recharged the same as liquid batteries. All motorcyclists are familiar with the numerous difficulties experienced with storage batteries on account of the shaking up they get in travel and it will be a matter of interest to them to learn that they may now have their batteries refilled with the Jelly Electrolyte, thus overcoming one of the most annoying and expensive difficulties with which motorcyclists are confronted.

A GOOD DEFINITION

A PRIMARY election involving a United States Senatorship in a certain state had resulted in a very close vote. Both sides claimed the election, and the State Central Committee had met to settle the row. Whiskey was plentiful in those days, and several of the delegates were pretty well soused by the time a temporary chairman had been elected and a preliminary organization had been perfected.

"Mr. Chairman," shouted a drunken delegate at an inopportune moment, "I move you, sir, that the temporary organization under which we are now proceeding be made permanent."

"Sit down, you fool! Sit down," bawled an irate fellow delegate. "This is not the time for that motion. Besides you're drunk. You're so drunk you don't even know the difference between 'temporary' and 'permanent.'"

"Mr. Chairman," retorted the drunk, "I may be a fool, and I am drunk. But I do know the difference between 'temporary' and 'permanent.' I'm drunk. That's 'temporary.' He's a fool. That's permanent."—*Judge*.

VISMORE SHOWS CLEAN HEELS TO GLENN

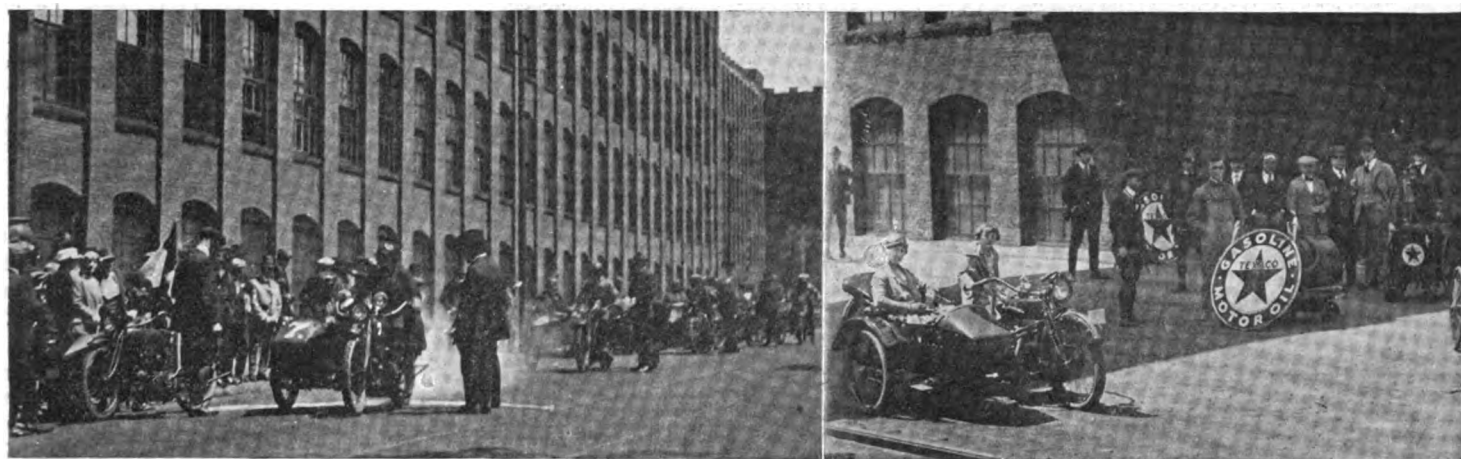
TO start things humming, and quench the thirst of Atlanta's speed fiends Harry Vismore, riding a Henderson De Luxe, and Harry Glenn, riding a 1922 Indian Chief, agreed to settle a little friendly argument entitled "SPEED," last Friday morning on Lakewood avenue. One hundred iron men were up to make it interesting. A somewhat thirsty bunch of speed hounds decorated the landscape in, around and about said starting point, while others gracefully seated themselves on billboards, in the treetops, and all other places that would hold the weight of one man.

Among those who turned out to see the race were Paul Anderson, Maldwyn Jones, Gene Walker, Hammond Springs and the other hounds were too numerous to mention. Glenn and Vismore started in a standing start, and rode about one and three-quarters of a mile on a concrete straightaway, which led down through a couple of dips. They were to race three times, best two out of three. The first trial Glenn led Vismore to within one hundred feet of a finish when Vismore swung out of Glenn's pace, beating Mr. Glenn across the finish line something like eight or ten feet, very much to the surprise of all present.

As a matter of fact, Vismore did not cut out Glenn's pace, but simply picked the motor up, and set it out then juiced her (thumbs down) presto! there you are. On the second trial Vismore led Glenn at the finish several machine lengths. The third trial was not run, thus giving Vismore two out of three. At this point, the money was delivered the winner; all hands and the cook beat it for town. This was one of the cleanest pieces of sportsmanship ever witnessed by any kennel of hungry speed hounds.



Harry Glenn, right, and Harry Vismore having a little argument in front of Glenn's store at Atlanta, Ga., as to the respective speed of their buses. They didn't know the camera man was on the job



The Springfield Check at Hendee factory in the Crotona 24-hour run. Left, Miss Frances Loeb, No. 7, crossing the line. Right, the oil and gas station

Many Perfect in Crotona 24-Hour Run

THERE were 46 perfect scores out of the 66 starters in the Crotona Motorcycle Club's 24-hour run, according to the figures compiled by Referee Fred Nissen after a careful inspection of the checking cards.

This necessitated falling back on the secret checks and using the consistency scores to break ties and determine the winners of the chief awards. Whether the scores as thus announced will stand is still a matter of doubt as the Worcester semi-secret is protested by Ernest Blauvelt, on the ground that the man in charge of the check did not have it established in time to catch all of the riders as they went through. Referee Nissen has announced a hearing at an open meeting of the club, at 1816 Webster avenue, Friday evening, May 26, at which time all the evidence will be heard and a decision rendered.

The scores as they stand with the Worcester check counted in are as follows:

Trade Class

High Sidecar—Robert J. Williard, driver; Harry Mason, passenger; Ace Motorcycle. Score, 1,000-999.

High Solo—Vic Brunzell; Harley-Davidson. Score, 1,000-998.

General Class

High Sidecar—Charles Versele, driver; J. Maher, passenger; Indian Motorcycle. Score, 1,000-989.

High Solo—John Ostlund; Indian. Score, 1,000-990.

Novice Class

High Sidecar—Henry Delventhal, driver; Charles Brown, passenger; Harley-Davidson Motorcycle. Score, 1,000-993.

High Solo—Albert Reyes; Ace. Score, 1,000-996.

Straight Team, Sidecar

Charles Mihalik (J. N. Young, passenger); M. S. Slater (L. M. Smith, Jr., passenger); R. J. Williard (Harry Mason, passenger). Ace mounted.

Straight Team, Solo

A. M. Terpening, L. G. Stover, V. Brunzell, all Harley-Davidson.

Mixed Team

Mark E. Margolin, Mark M. Seidman, Harley-Davidson; Hans Lundstrom, Excelsior.

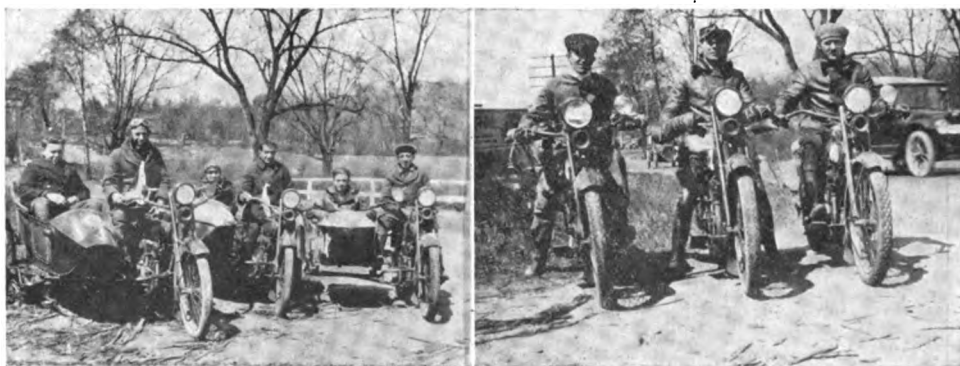
Thus, the honors are fairly well divided. The Ace gets the highest score in the run as well as high sidecar in the trade class and high solo in the novice class, and straight team score, sidecar.

The Harley-Davidson gets the high solo in the trade class, high sidecar in the novice class and high straight team score. The Indian gets high solo and high sidecar in the general class. The Excelsior shares honors with the Harley-Davidson in the mixed team awards.

The general scores as they stand pending a decision on the Worcester protest, follow:

DRIVER, PASSENGER, MACH., REG., CONSISTENCY

J. Welton—Ind., 1,000, 988.
E. W. Froude—Ind., 964.
R. E. Dusenbery—Ind., 999.
L. Kirschner—H. B. Kahane, Ind., 1,000, 913.
E. Blauvelt—Mrs. Blauvelt, Ind., 1,000, 990.
R. Pink—R.-S., 1,000, 985.
Miss F. Loeb—J. Monte, Ind., 1,000, 985.
G. Dennett—S. Bluefeder, Ind., 1,000, 980.
J. Velaude—H. Loand, H.-D., out at New London.
L. Scheinblum, Ind., 1,000, 972.
J. Fuhrman—Ind., 980.
H. Volchick—B. Froelich, H.-D., 830.
V. B. Rasmussen—H.-D., 1,000, 994.
A. M. Terpening—H.-D., 1,000, 995.
L. G. Stover, H.-D., 1,000, 996.
V. Brunzell, H.-D., 1,000, 998.
G. Cifelli, A. Rehfeld, H.-D., 1,000, 993.
M. J. Pugliese—R. Lunkley, H.-D., 1,000, 992.
M. Costello—F. Kohl, H.-D., 1,000, 990.
A. H. Hascall—F. Houck, H.-D., 1,000, 996.
J. Neis—H. Snyder, H.-D., 1,000, 994.
W. H. Williams—J. Pachasa, Ind., 1,000, 992.
H. Hill—O. Hang, Ind., out at Lenox.
J. Campbell—H.-D., 1,000, 985.
L. Lane—H.-D., 972.
M. E. Margolin—H.-D., 1,000, 995.
M. M. Seidman—H.-D., 1,000, 997.
H. Lundstrom—Ex., 1,000, 994.
Julius Stern—F. Neives, Ind., 1,000, 997.
Joe Stern—Ind., 1,000, 997.
J. B. Werner—A. Kaune, Jr., H.-D., 1,000, 976.
A. Quarnstrom—H.-D., 744.



Some of the participants in the Crotona 24-hour run. Left, M. Pugliese, M. C. Costello and G. Cifelli, Harley-Davidson sidecar team. Right, T. N. T. Terpening, Vic Brunzell and L. G. Stover, Harley-Davidson solo team, who won team trophy



Ed Ball and Marion Slater, two perfect score Ace pilots in the Crotona 24-hour run

J. Dupree—H.-D., out at Providence.
 T. R. Stubbmann—H.-D., 716.
 J. Tokar—A. Smith, Ind., 750.
 B. Wernlund—S. Thompson, H.-D., 918.
 T. Nelson—F. Skold, H.-D., 964.
 F. Steadman, Jr.—J. B. Toburn, Ind., 1,000, 990.
 J. Lousigiau—H. Felle, Ind., 1,000, 987.
 J. Ostlund—Ind., 1,000, 990.
 W. Anderson—A. Lax, Hend., out at Springfield.
 H. Delventhal—C. Brown, H.-D., 1,000, 993.
 W. Lang—D. Bergantino, H.-D., 1,000, 988.
 F. J. Forrie—F. Bonney, Hend., 1,000, 984.
 G. H. Moon—Hend., out at Lenox.
 W. G. Schonover, Jr.—J. Gardner, H.-D., 1,000, 989.
 H. Krix—G. Bauer, H.-D., 1,000, 989.
 Wm. White—W. White, H.-D., 1,000, 990.
 F. Jones—E. B. Crandall, Ind., 1,000, 987.
 A. Charton—R. Ponce, Ind., 999.
 C. Verese—J. Maher, Ind., 1,000, 989.
 W. Slacke—J. Luime, H.-D., 1,000, 983.
 J. Crooman—H. E. Howarth, H.-D., 1,000, 982.
 R. Alois—E. Schaad, H.-D., 1,000, 985.
 E. A. Ball—Ace, 1,000, 990.
 H. Kays—Ace, 1,000, 994.
 J. C. Cole—Ace, 1,000, 991.
 C. Mihalik—J. M. Young, Ace, 997.
 M. S. Slater—L. M. Smith, Jr., Ace, 1,000, 996.
 R. J. Willard—H. Mason, Ace, 1,000, 999.
 R. Reyes—Ace, 1,000, 996.
 W. L. Olsen—H.-D., out at Providence.
 A. Hansen—H.-D., out at Providence.
 R. Gregory—Ind., out at Springfield.
 K. Schramm—E. Peting, H.-D., 1,000, 986.
 C. Doerner—J. Kapuzfn, Ind., 1,000, 982.

Everybody Helped

This club wishes to express its gratitude to the Indian agent at New London. He served refreshments to the boys which sure did touch the spot. The Indian agent at Norwich who is only in business two weeks was very thoughtful. He rode into New London and led the boys to the cross-roads at Central Village, making sure that nobody went wrong. The Bridgeport boys were all over the city to render whatever assistance they could. The Providence boys, God bless them, treated us royal. They directed us by posters all the way from Providence to Wrentham, Mass. Such assistance has never before been rendered and it sure was a pleasant surprise and is something which the Crotona Club will not soon forget. As usual, the Hendee Company at Springfield treated the riders royally, showing no discrimination. The Harley-Davidson representatives at

Springfield, Messrs. Dyer and Everett, are also to be commended for the valuable assistance rendered the Harley-Davidson riders. At Lenox, the local Indian agent appeared on the scene with a truckload of gas and oil to meet the requirements.

Al Bernasconi, one of the veterans of the C. M. C. pulled a big surprise on the riders by establishing a secret check where it was most unexpected. He was right beyond a sharp turn and behind a lumber pile at Millbrook and caught the bunch on the loop and put a crimp in a number of the scores. He was assisted by "Little" Abe, "Pop" Hagan and McCaffrey. He needed their valuable assistance as the boys rolled around the turn and into his check all bunched up.

The Ace machines entered by the Hav-erford Cycle Company of Newark, made a very creditable showing. Mr. Geo. Woods, the New York Harley-Davidson representative supported the run by entering two teams, sidecar and solo. The New Jersey M. C. was well represented as usual. The Indian was represented from New York by Joe and Julius Stern and Ernest Blauvelt, who rode a chief and sidecar himself and also had a scout team entered, Nos. 1, 2 and 3 headed by Jack Welton, who led off the contestants in the run.

One who deserves much credit in this run is Miss Frances L. Loeb. She drove an Indian sidecar outfit through the run and came through with a good score. Within the last eight months, Miss Loeb has competed in three endurance runs of this club, namely the Reliability Contest, the Midnight Run and this run, and was among the top-notchers at the finish in each instance.



Checking in at Springfield, on Crotona's 24-hour run. Left, Jack Welton, No. 1. Center, Stern Brothers. Right, Jes Campbell and his old slouch hat



The first 1922 champions. At the left, Floyd Dreyer, who won the 5-mile sidecar championship at Atlanta, May 20; J. W. Duke, sidecar passenger. Right, Hammond Springs, who captured the 10-mile 30.50 solo championship. Gene Walker standing between Dreyer and Springs. Maldwyn Jones at the extreme right

Dreyer—Springs Spout Championship Speed *at* Atlanta

Indian Riders Capture Two National Title Events

By R. B. Parrish

THE weather man threatened to put the kibosh on the National Championship motorcycle races at Atlanta, Ga., Saturday, when he proceeded to pour out all of his reserve rainwater around and about Atlanta Thursday and Thursday night. However, it seems that somebody was successful in bribing the old gent to hold up and Saturday morning, the day of the race, made its appearance bright and sunny.

The track conditions were not as favorable as that of the championship meet of 1919. However, the boys sure put on a good show. At ten minutes after three o'clock, Clerk of the Course Cooledge sounded the first real note of music when he said, "All right, fellows, let's go." Those to face the starter in the first event were Hammond Springs, Indian; Paul Anderson, Excelsior; Gene Walker, Indian; Nemo Lancaster, Indian; Maldwyn Jones, Excelsior; Harry Glenn, Indian; Jack Hanie, Harley-Davidson; Mitch Salter, Salter Special, or better known as the "Dark Hoss" from Clarkston, Ga. It

was won by Springs in 4:11:3, Walker second, Lancaster third.

Event No. 2, the 5-mile sidecar, brought forth Paul Anderson, Excelsior and W.



Paul Anderson and his Excelsior speed bus

B. Wootton, Jr., Indian, while B. E. Merrill was called but failed to face the starter's gun, due to the fact that by preference, he had removed several panels of the fence in practice. It was won by Dreyer in 4:36:1. Wootton was second.

Event No. 3, the 5-mile solo, brought out Hammond Springs, Indian; Gene Walker, Indian; Paul Anderson, Excelsior; Nemo Lancaster, Indian; Jack Hanie, Harley-Davidson; Harry Glenn, Indian. In this event, Mitch Salter, the "Dark Hoss" failed to get his "hoss" perculating. Gene Walker won in 4:21:1. Springs second, Lancaster third.

Event No. 4, the "61" sidecar national championship, brought the same contestants as event No. 2. Dreyer won in 4:35:2, with Anderson second and Wootton third.

Event No. 5, the 10-mile 30.50 national championship, was contested by Springs, Anderson, Walker, Lancaster, Jones, Glenn, Hanie, and Salter. Spring captured first place in 8:34:3, Lancaster was second and Walker third.

The consolation race was won by Harry Glenn with Jack Hanie second, and Mitch Salter third, although Salter finished with the handle bars in his left hand, and his engine (out of the frame) in his hand.

Gene Walker started the fireworks going, turning the first lap of the first race in 52:3, and the second lap in 52:1. At this point he was headed off by Hammond Springs (the youngest rider in the race), who is still under 21 years old, and was riding with the written consent of his parents. Springs took the lead in the third lap, which he turned in 50:4 seconds, and the fourth and fifth laps in 51 flat, and the five miles in 4:17:3, with Walker close on his heels, and Lancaster third. Springs and Walker gave the crowd a great performance by turning laps so close together that it was hard to tell who was who.

Anderson took the lead in the first sidecar race and turned the first lap in 55:2, then the crafty Dreyer went ahead, turning the second lap in 55:1, the third in 53:2, fourth in 55 flat, fifth lap in 57:1, making 4:36:1 for the five miles. Anderson fell out in the third lap on account of motor trouble, giving Wootton second.

The second 5-mile solo was set going by Gene Walker, who held the lead for the entire five miles, finishing in 4:21:1, with Springs second, and Lancaster third. Anderson did not start on account of not being ready when being called by the clerk of the course.

The 5-mile sidecar championship was fast and furious with Anderson leading, turning the first lap in 55:1, but Dreyer took the lead away from him, turning the second lap in 55 flat. He won the five miles in 4:35:2, with Anderson second, and Wootton third. Anderson and Dreyer certainly put on some show, bringing the grandstand to its feet with yells and whoops, "Look at 'em go." When the two boys would flatten out going in



Maldwyn Jones with his Excelsior racer, both all dolled up

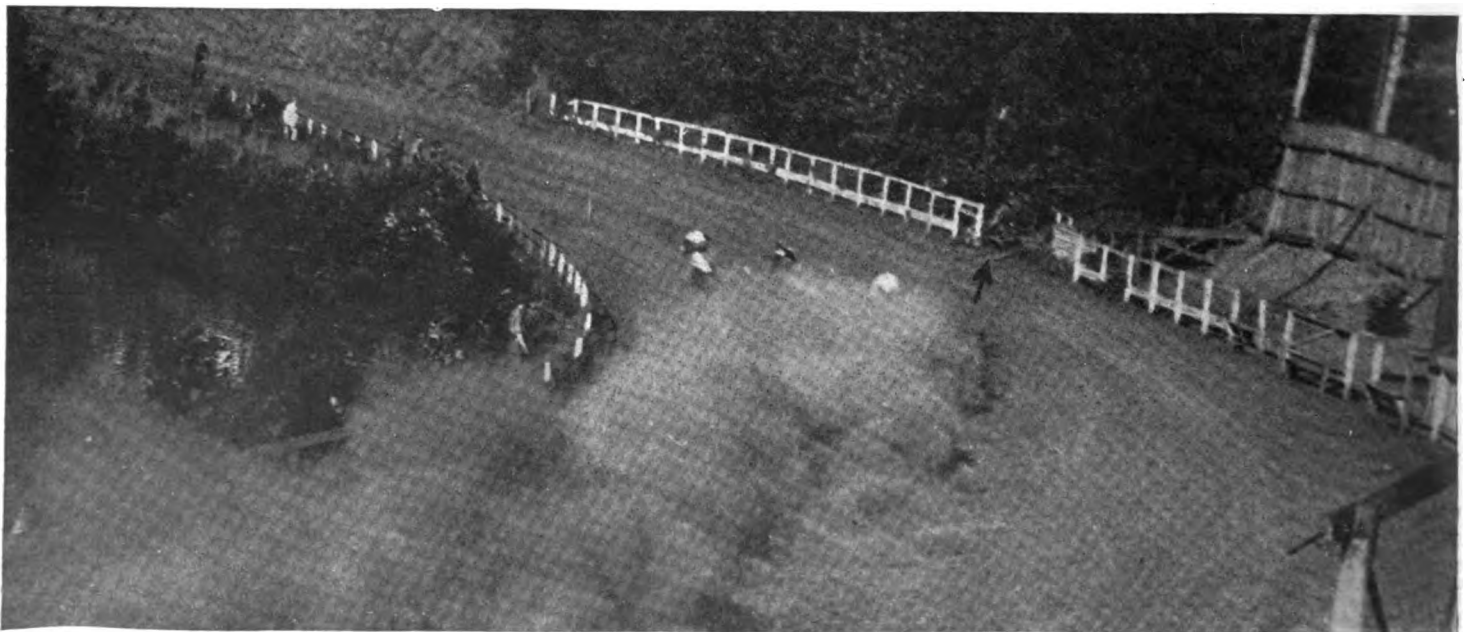
the curves, leaving the home stretch, they looked more like shadows than they did a thing that was really on the track.

However, it is the opinion of the writer that if Anderson had a twin brother named Paul Anderson also, with a perfectly good mind that could be controlled by the real Paul Anderson by which means he might say, "Here Paul Anderson, the second, you take care of this solo race, while I get my sidecar ready for the sidecar race," he would be a world beater. Really and truly, the good natured Paul had entirely too many irons in the fire, and he certainly made a wonderful showing taking into consideration that the lineup for the 5-mile sidecar championship was all lined up, and waiting for Anderson to dismount his solo machine, and to get into the saddle of the sidecar outfit. The 10-mile national championship was won by Hammond Springs in 8:34:3 seconds, with Lancaster second, and Walker third. Walker was unable to get his machine going and

Lancaster jumped into second place, and was beginning to get close on Spring's heels at the finish. Maldwyn Jones was forced out on the first lap after his motor had caught fire. Anderson spilled on the south curve, but emerged from the dust unhurt, and was ushered back to the starting tape where he prepared for the 5-mile sidecar championship.

Mitch Salter entered the track all clad in fast paraphernalia, with a black sweater with large checked sleeves, bearing the inscription "Dark Hoss" astride between his somewhat broad shoulders. This name he acquired while patrolling the Dixie Highway near Atlanta as the Clarkston constable. As mentioned elsewhere in this story, he was third in the consolation race after his motor had come completely out of the frame, bringing the motor in supported by the right hand. He probably acquired this strangle hold by taking in speeders off the Dixie Highway by the nap of the neck, and otherwise. Jack Hanie, who won second in the consolation race, also the concrete suspenders for durability, worked two weeks prior to the meet preparing an Excelsior which was to have been known as the Hanie-Coker Special. In practice it looked as though this machine was to show considerable speed. However, the exhaust outlet was not given proper opening for the burnt fumes to escape, and they escaped through the top of the cylinder, taking the top with them.

All races were started by Pacemaker H. P. Buttrick on the outside of the track. The pacemaker fell out in the first turn of each event, and made his exit from the track through a gate provided for that purpose. About the busiest man on the track was "Count" C. F. Pineau, who held the responsible position of chief umpire, and foreman of the sprinkler, staff photographer, assistant to the clerk of the course, and a number of other things.



Rounding the turn in the 10-mile championship race at Atlanta. Arrow shows where Merrill went through the fence during practice

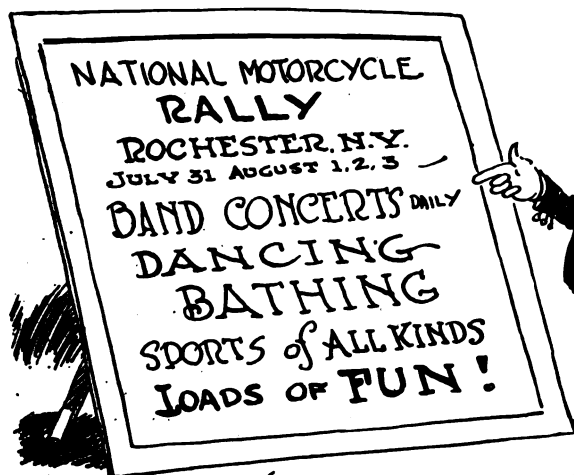
WEEKLY WHIRL of WHEELS



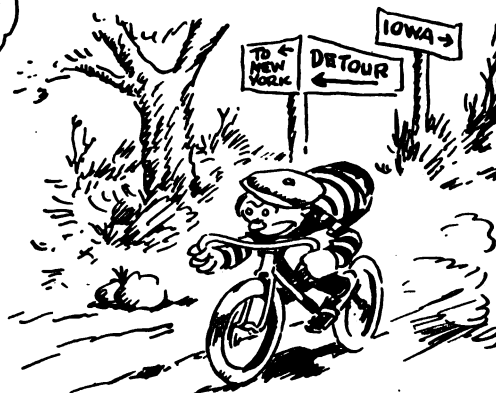
WHEELER-SCHEBLER CARBURETOR CO. ANNOUNCES A NEW CARBURETOR GUARANTEED TO PUT HEAPS OF SPEED IN THE OLD BUS.



M.E.A.T.A. DECIDES TO HOLD NEXT NATIONAL SHOW IN 69th REGIMENT ARMORY, NEW YORK CITY, FEB. 12-17, 1923



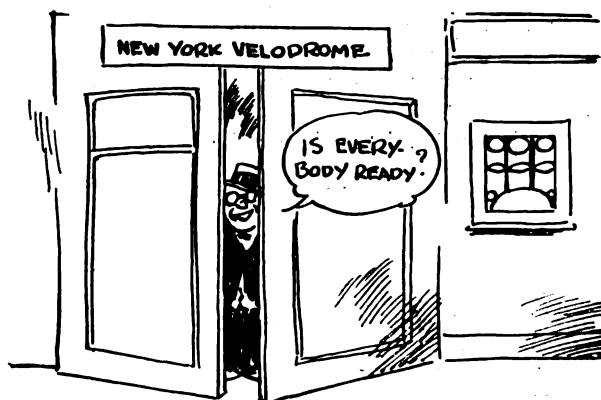
THIS OUGHT TO SETTLE THE VEXING VACATION PROBLEM FOR A LOT OF US.



SOMEWHERE IN FRONT OF A CLOUD OF DUST, WORTH MITTEN IS LOOPING FOR NEW YORK - DESPITE BAD ROADS, DETOURS AND A BUSTED FRAME HE DID 166 MILES ONE DAY AND 135 ON ANOTHER



TONY BECKMAN, NORTH HUDSON WHEELMEN, PUNCTURES ALLIE KRUSHEL'S LONG-STANDING 25-MILE ROAD RECORD, DOING 1:00:39 3/5



NEW YORK'S GREAT BICYCLE RACING ARENA OPENS ITS DOORS DECORATION DAY NIGHT

Murphy Forms a Race Circuit

Syracuse Promoter to Stage Series of Speed Tests in Eastern Cities—Other M. & A. T. A. News

By A. B. Coffman

Chairman Competition Committee

HORACE P. MURPHY, Syracuse, N. Y., will put on a series of high-class motorcycle races this summer and fall. Mr. Murphy is director of contests for the New York State Fair, held annually at Syracuse, and enjoys the reputation of staging only first-class entertainment. His first race is scheduled for Danbury, Conn., July 1, on the Danbury Fair Ground half-mile dirt track, with \$500 cash and merchandise prizes. Stanley Kellogg of Bridgeport will referee. Mr. Murphy staged five National Championship races at Syracuse last September during the Fair, and was much impressed with the hit they made, and will duplicate this fall with at least three of the Major Championships, according to plans now under way. At the present time he has the following dates and locations booked in addition to Danbury: Flemington, N. J., Flemington Fair, Aug. 25; Philadelphia County Fair, Byberry, Philadelphia, Pa., Friday, Sept. 8; Burlington County Fair, at Mt. Holly, N. J., Friday, Sept. 15, and New York State Fair at Syracuse, N. Y., the latter part of September. This program assures those attending these meets an interesting afternoon's enjoyment. Riders wishing to get in touch with Mr. Murphy can do so by addressing him at 328 Bastable Bldg., Syracuse, N. Y.

Mountain Sectional Hill Climb

Sanction has been issued to the Western Motorcycle Club of Denver, Colo., for the Mountain Sectional Hill Climb for June 4. This is the first time a sectional event will be staged in this vicinity and indications are that it will be a Humdinger. Mr. Sheppard, Managing Editor of *The Denver Post*, has taken an active interest in the climb and the Sporting Page of the Sunday issue carried a fine story. The *Post* will continue this wide publicity on the front page, until the climb. There will be no charge for parking space or admission at the hill and it is freely predicted that an attendance of 30,000 will be on hand to witness the climb.

More Riders Available

Available racing men who I believe will ride this season in addition to the list already published are:

John Stahl, (sidecar) 73 Hancock Ave., Jersey City, N. J.

G. W. Edwards, 401 5th Ave., Astoria, L. I., N. Y.

Cliff Jenkins, R. F. D. No. 2, Wellston, Ohio.

A. J. Little, 129 No. Wittenburg Ave., Springfield, Ohio.

Carl Peters, 1122 Nolan St., San Antonio, Texas.

Elsworth Fredell, Lock Box No. 99, Mountainville, Orange Co., N. Y.

Gypsy Tours

The following additional list of Tourmasters' names have been received at this office since the first list was made out:

CALIFORNIA
Hanford—A. C. Riggs.

COLORADO
Denver—Western M. C., W. W. Whiting, 1309 Broadway.

ILLINOIS
Belvidere—Bernard Ettner, E. Lincoln Ave.
Decatur—Decatur M. C., Roy S. Sutman, 658 S. Oakland Ave.

Chicago—West Side M. C. and Ben. Assn., C. W. Kursh, 1819 S. Loomis St.
Joliet—C. W. Seeley, 809 Cass St.

INDIANA
Ft. Wayne—Ft. Wayne M. C., Glenn Longworth, 122 E. Columbia.
Goshen—C. C. Amster, 212 N. Main St.

IOWA
Mason City—E. D. Lundquist, 213 Federal Ave.
Sioux City—John L. Kruck, 620 Pierce St.

KANSAS
Goodland—Mrs. E. W. Whitman.

MASSACHUSETTS
Boston Tour
Boston—Chas. Cartwright, 188 Mass. Ave.; W. E. Halliday, 867 Washington St.; F. G. Coolidge, Harcourt St.; Sam Rapkin, 183 Mass. Ave.

Brookline—A. C. Connell, 362 Washington Street.
Dorchester—Raymond D. Fales, 46 Torrey Street.

Haverhill—Adam Maroncelli, 181 River St.
Hyde Park—H. B. Putman.

Mattapan—P. A. Crocker.
Quincy—Andrew Kennedy, care Hilden & Crout.

Somerville—C. W. Hearne, 39 Houghton St.
So. Boston—John McDonald, 499 Broadway.

Fitchburg—Wm. McKay, 1009 Main St.
MICHIGAN

Grand Rapids—Chas. H. Livingston, 1238 Div. Ave.
NEW HAMPSHIRE

Marchester—Pete Forest, Union St.
Portsmouth—Geo. R. Chick, 57 Bow St.

NEW JERSEY
Bloomfield—Wm. B. Lyons, N. Broad St.
Bound Brook—Bound Brook M. C., O. A. Williams, P. O. Box No. 148.
E. Rutherford—Bergen M. C., Dan Hopper, care C. Assenheimer, 180 Paterson Ave.

N. Bergen—Morton D. Lantz, 3789 Boulevard.
NEW MEXICO

Albuquerque—Albuquerque M. C., W. P. Johnston, 219 Princeton Ave.

NEW YORK
Buffalo—A. H. Peters, 330 Pearl St.
Schenectady—Schenectady M. Assn., H. G. Pfeil, 782 Albany St.

New York—Valley M. C., Wm. Sommer, 2903 8th Ave.
NORTH CAROLINA

Raleigh—Raleigh M. C., John Segfried, Feuquay Spgs.

PENNSYLVANIA
Beaver Falls—Wm. Glad, 506 7th Ave.
Johnstown—Johnstown M. C., W. E. Oaks, 919 Franklin St.

Mechanicsburg—F. S. Senseman, 222 E. Main St.
TENNESSEE

Knoxville—Knoxville M. C., Harry C. Carter, 616 Randolph St.

VIRGINIA
Charlottesville—Charley Staples, Kern P. O., Albemarle Co.

WISCONSIN
Milwaukee—Louis W. Peterik, 726 National Ave.

As the time is getting short we will

appreciate receiving your tourmaster's name at an early date if not already sent in. The Gypsy Tour is the annual good time of the motorcycle riders. The whole though is to get the riders on the road so they will realize the sport and pleasure to be enjoyed by using their motorcycles.

The M. & A. T. A. originated the Gypsy Tours for the above reasons and gives to every one of its members who completes the Tour a Gypsy Tour medal, a fob for the gentlemen and a belt pin for the ladies. Is there a Gypsy Tour organized in your town?

For information write, Motorcycle & Allied Trades Ass'n., 326 W. Madison St., Chicago, Ill.

M. & A. T. A. Insurance

Benedict-Chalker Co., Flint, Mich., one of the first dealers to take on the M. & A. T. A. Insurance Plan, have found it a big help in financing their time sales. A report from Mr. Schroder, Harley-Davidson traveler, states: "The M. & A. T. A. Insurance Plan has enabled them to make very agreeable arrangements with their bank to finance their time sales and they are now in a position to handle a volume of business on the time payment plan." Al. J. Walz, Hammond, Ind., is another dealer who has found the M. & A. T. A. Insurance plan a fine thing. According to Mr. F. W. Schwinn, Mr. Walz' banker thinks so well of the plan that he has agreed to finance all his time sales up to a very satisfactory amount, so look out for increased business from Hammond. Now, you Mr. Dealer, who have not taken out the M. & A. T. A. Insurance get busy with your banker and you will find him willing to co-operate with you in a satisfactory manner.

LIABILITY AND PROPERTY DAMAGE INSURANCE

A reduction of 25 per cent. has been secured on the rates of liability and property-damage for commercial motorcycles used for delivery purposes. These rates vary in different sections of the country but the reduction of 25 per cent. applies all over. This means a great saving in cost of insuring the commercial motorcycle and delivery car. Dealers should at once include this feature in their sales talk when calling on a prospective purchaser of this type of motorcycle outfit, but first get full information from the local liability insurance office in your town. This is a sales help the M. and A. T. A. offers its dealer members free of charge.

What Motorcycle Clubs and Riders Are Doing

TEN-HOUR ENDURANCE RUN

Colorado Springs, Col.—The Pikes Peak Motorcycle Club of this place announce an endurance run to take place here May 21. It will be a ten-hour run during which time the contestants will cover the course twice, making a total of 225 miles, all of which is through mountainous country.

DENVER OUTING

Denver, Col.—The Denver Motorcycle Club held a run and outing May 7 in Deer Creek Canyon, 45 miles from Denver. In spite of encountering a heavy rain, which left them drenched to the skin, they report a good time and announce that a bigger run will be held at some not far distant time.

HE'S A VET, ALL RIGHT

Auburn, N. Y.—One of the oldest riders among the dealers in the motorcycle industry is Andrew Kraus of Auburn, who has been riding an Indian since 1904. He will be 67 years old on June 23, is still riding and says that he doesn't let anything pass him on the road, nuthin'.

ARE YOU SEEKING GLORY?

Toronto, Can.—Here is a chance for both bicycle and motorcycle race riders who are looking for international glory and prizes. W. H. Cole, in charge of the international race meets to be held in Canada this summer, is seeking the names and addresses of all riders who would like to participate. Write him at 2 Cornish Road, Toronto, Can.

TOUR TO SAGAMORE

Hyde Park, Mass.—The Hyde Park and Brockton Motorcycle Clubs toured to Sagamore, on the Cape Cod Canal, Sunday, May 14, where they had lunch, after which they held some impromptu races on the sand along the canal. Prizes awarded by the dealers, Smith of Brockton and Putnam & Suket of Hyde Park, were won by James Brown and Hallett of Hyde Park and H. Withy of Brockton.

ADOPTS A SLIDING SCALE

Toronto, Ont.—The City of Toronto has made a new sliding scale of percentages as the city's share of gate receipts for motorcycle race meets which are to be held on the Exhibition Half-mile Track. On gate receipts from \$400 to \$1,500 the city is to collect 25 per cent. as its share; from \$1,500 to \$3,000, the municipality will take the 25 per cent. up to the \$1,500 and 50 per cent. of the remainder; of all over the \$3,000 mark the city will collect 50 per cent. The Board of Control approved of this schedule at its meeting on May 10.

OMAHA M. C. OFF WITH A BANG

Omaha, Neb.—The Omaha Motorcycle Club opened this year with the election of the following temporary officers: President, Sam Carpenter; vice-president, C. C. Gaines; secretary-treasurer, Leslie Horne; recording secretary, Maynard Smith. Plans were made for a drive for new members which resulted in membership of sixty-five at the second meeting, May 2. A picnic Saturday, May 6, was attended by one hundred and fifteen riders. Games of all descriptions were played beside the glow of the bonfire, until the chefs called "Eats! eats!" when all scampered for a hot dog, bun and other appetizing eats. Plans are now being made for the National Gypsy Tour and with such success that the club expects the three hundred mark should be easily reached.

WESTCHESTER CLUB CARNIVAL

Mamaroneck, N. Y.—The Westchester County Motorcycle Club is planning a carnival.

The dates will probably be May 25, 26, 27. This club was organized about a year ago, but were not very active last year. Last January a reorganization meeting elected some live club officers and settled down to do a whole lot better. So far they have had a beefsteak dinner, a fox hound chase, two sociable runs and a club hill climb. The Competition Committee has a list of events which will keep the members interested until the old man Winter comes around again.

VALLEJO HILL CLIMB

Vallejo, Cal.—The Vallejo Motorcycle Club announces a hill climb to be held under M. and A. T. A. sanction, on Brownlie's Peak, Sunday, July 30. The schedule of events has not yet been completed.

RADIO MOTORCYCLE CLUB

Toledo, Ohio.—The Toledo Radio Motorcycle Club has been formed at Toledo, with headquarters above the Oberwegner Motor Co. The boys have installed a complete radio outfit and can hear practically all of the broadcasting stations in their part of the country.

CAMDEN SHOWS "SPEED"

Camden, N. J.—"Speed" is the name of a monthly magazine issued and distributed free by the Camden Motorcycle Club, W. V. Coakley, editor. Judging by the first issue which was dated May 15, there is plenty of pep in the Camden bunch, both riders and dealers. Here's wishing "Speed" all kinds of good luck.

GIVE VETS AN OUTING

Providence, R. I.—The Rhode Island Motorcycle Association played host Sunday to about 50 disabled World War veterans, furnishing machines enough to take the boys on a long ride to Quonset Point, where only a few years ago they assembled for drills preparatory to the opening of the war. The event was staged under the direction of William N. Burnett, Capt. George Hunters and Milton McDuff.

LANCASTER GOES VISITING

Lancaster, Pa.—The Lancaster Club held their third Sunday run to Wilmington, Del., May 14. Wil-Del Club members and their wives were out to meet their visitors. Say you riders if you want a royal welcome just pay the Wil-Del Club a visit. After a fine dinner they took the Lancaster riders out to see the town and then led the way home as far as West Chester. The hill climb plans are getting in shape. Prizes will be worth about \$100.

WESTCHESTER CARNIVAL

Mamaroneck, N. Y.—The Westchester County Motorcycle Club announces that arrangements are complete for the Carnival which will be promoted by the club, on West Post Road, opposite St. Thomas Church, May 25-26-27. All motorcyclists are invited to come and have a good time. There will be boxing exhibitions and dancing every evening, radiophone concerts and the usual carnival activities. A prize will be awarded the club having the largest number of members in attendance during the week. Club riders will register at the attendance booth.

MANCHESTER'S SECOND RUN

Manchester, N. H.—The second motorcycle run of the Manchester Motorcycle Club was held Sunday with over 40 local cycles participating. The riders made Newfound Lake in good time and returning reached Manchester at about 7:30. A delegation from Lawrence, under direction of Charles Hughes, numbering some 25 cycles, joined the local club in the outing, and cycles from

Laconia were picked up at Franklin, making over 100 machines. An out-door meeting was held and the following officers elected: President, Freeman J. Santos; vice president, Sherman Moulton; secretary, F. Clarke; marshal, Pete Forest; vice marshal, Herbert Bailey; captain, George Catlow.

KUNCE STAGES PICNIC

Loveland, Col.—J. F. Kunce & Son, Harley-Davidson dealers here, held their annual spring outing and picnic May 7. This event was scheduled for Easter Sunday as has been the custom for many years, but heavy snow on that day made it impossible to hold the picnic, so it was postponed. The tour was made up the Canyon of the Big Thompson to the beautiful Montrose Inn. Here the motorcyclists enjoyed field sports and, more important, a series of first-class eats. Mrs. J. F. Kunce presided at the festive board. The crowd was treated to an exhibition of hill climb by Frank Kunce, junior member of the firm. Several automobile parties stopped in the road below to witness the thrilling spectacle. Riders from all over northern Colorado were present, also several machines from Denver and some from Wyoming.

PROVIDENCE MAY DAY TOUR

Providence, R. I.—About 75 motorcycle enthusiasts participated in the annual May Day tour of the Rhode Island Motorcycle Association in different portions of Massachusetts. Starting from the city at 9 o'clock in the morning, the party did not return until early evening. The route was laid out to bring in a number of features, and the course was followed closely. The riders left Post Office square and went first to East Taunton for the Herring run, and after stopping there for a time the party inspected the new piece of cement road between Taunton and New Bedford. From this point they went to Mattapoisett to view the Herring run again, and then proceeded to the Marconi wireless station at Marion. The party visited Onset, as well as Buzzard's Bay and Wareham. William N. Burnett and George Hunters had charge of the tour.

BUFFALO TO HAVE TOUR

Buffalo, N. Y.—Chairman A. B. Coffman, of the M. & A. T. A. Competition Committee, called the Buffalo motorcycle dealers and members of the Buffalo Motorcycle Club together for a meeting at the Hotel Lafayette, Buffalo, Thursday evening, May 11, for the purpose of organizing a monster Gypsy Tour. Among the dealers on hand were Al Peters, Ed. Seiber, E. P. Young and M. Goldman, and a delegation of five members of the Buffalo Motorcycle Club, headed by President Lawrence Arbor, responded. President Arbor stated he did not care to have the club take the responsibility of running the tour, but he later agreed to work with the dealers, and a good tour is assured. The dealers on hand also set a date for a meeting to organize the dealers in a local association.

JULY 4 RACE AT COLUMBIA, S. C.

Columbia, S. C.—Thayer & Duncan announce that plans for the big M. and A. T. A. motorcycle race meet which they will hold on the South Carolina State Fair Grounds, July 4, are rapidly maturing. The prize money will be the largest purses ever offered in South Carolina. The track is a one-mile dirt oval. The races will be for 30.50 motors only. The program will consist of two five and two ten-mile races and a five-mile consolation for riders who have failed to win as much as \$25 in the four previous races. There will be three prizes in each race, \$50, \$35 and \$15 in the five-mile events, and \$100, \$65 and \$35 in the ten-mile events. The consolation purse will be \$25, \$15 and \$10. Entries close June 10. Post entry fee is \$10. Riders can obtain information by addressing Thayer & Duncan, Box 332, Columbia, S. C.

FUN FOR BOSTON RIDERS

Boston, Mass.—The W. J. Walker Co. led a tour Sunday, May 14, to Salisbury Beach, Mass. One hundred riders of all makes of machines participated and everybody praised the manner in which it was held. Sam Rapkin, of the W. J. Walker Co., acted as captain. Upon arrival at the Beach everybody disappeared for eats, and then passed a very pleasant afternoon on the Beach. The next run scheduled is for Sunday, May 28, and will be a "Secret Destination Run." None of the riders will be told where they are going. It is going to be a picnic lunch affair, and the final stopping place will be a fine grove about twenty-five miles from Boston. The above is only a part of the schedule laid out by the Walker Co. for this season's activities, in an effort to stimulate further motorcycle interest among the riders of the Boston district. Riders of all makes of machines are always welcome.



Some of the riders who were recently piloted on a pleasure tour by J. F. Kunce, of Loveland, Colo.

With the Trade.

THE FOREIGN MARKET

Washington, D. C.—Both motorcycles and passenger cars exported from the United States are contributing a large share to the world-wide reputation of American products, declares M. H. Hoeppli, assistant chief of the Automotive Division of the Department of Commerce, in a special report just prepared on the subject. The unit values of their foreign shipments, however, may be a danger signal. The cost of the increasing number of low-priced passenger cars is close to the average value of motorcycle exports. The biggest shipments of both products are being made in the period between March and June, while from August until November, especially during the later part of the period, exports of motorcycles usually run low. Fewer passenger cars are being shipped from August to January, inclusive, than during the first part of the year. The upward movement in foreign shipments of both products was partly interrupted in 1914, 1917, 1918 and 1921, all of which were either preceded or followed by boom years with correspondingly greater exports. The number of motorcycles exported increased about nine times in 1920 and nearly three times in 1921, as compared with 1913 while passenger car exports were not quite six times bigger in 1920, and exceeded the 1913 number only slightly in 1921. The chief countries of destination of motorcycles in 1921 were different from those of passenger cars, the latter being shipped largely to territories adjacent to the United States and to the Far East, while the bulk of the motorcycle shipment went to European countries, which favor motor vehicles of this type and admit the higher quality of the American motorcycle. The year 1922 does not as yet promise any radical changes in the market. Export shipments of motorcycles increased steadily in value since 1915 and reached in 1921 their maximum which was more than one and one-half times as high as the 1913 value.

A comparison of the motorcycle and passenger car unit values shows that in 1922 the difference between the two is considerably smaller than in any year since 1917. In view of the downward readjustment of motorcycle unit values (while in March, 1922, an upward revision in the passenger car unit values took place) and as the chief markets for the two automotive products are not identical, no serious competition between the two is likely in the near future.

FIRESTONE EARNINGS

Akron.—Firestone Tire & Rubber Co. should show earnings of more than \$2,500,000 for first six months this year. This is equal to more than \$10 a share on common after preferred dividends, but before other charges. Operations are now within 4,000 tires a day of capacity in tire plants and better than 75 per cent capacity in rim plant.

FIRESTONE IN CANADA

Akron, Ohio.—Firestone Tire & Rubber Co. has resumed construction of a tire plant at Hamilton, Canada, which was begun before the war and on which work ceased during the war. The Firestone Canadian plant will have a capacity of approximately 3,500 tires a day, according to information given out regarding the plant when the site was purchased.

IT'S A PRETTY GOOD OLD WORLD

Editor Motorcycle and Bicycle Illustrated. —Here's hoping you will allow me just room enough in your worthy publication to express something of the gratitude I

feel for the many kind thoughts and wishes extended by various members of the motorcycle fraternity during my recent confinement to the hospital with a broken ankle. Letters expressing condolence have come from all quarters, bearing proof that the term "fraternity" as applied to the motorcycle industry is anything but a misnomer. It is deeply gratifying to feel that the supposed cold bloodedness of business can be tempered with so generous a portion of the milk of human kindness. Under such conditions broken ankles, etc., become almost a pleasure. My recovery has been as rapid as could have been expected and I hope very shortly to be back in the whirl with both feet, strengthened in my meagre efforts by the conviction that I am working side by side with men whose hearts are in the right place.

Sincerely,
L. D. RICHARDS.

Springfield, Mass.,
May 21, 1922.

RICHTER STARTS AGENCY

Milwaukee, Wis.—Milo C. Richter, who for the past year has been connected with the Burn-Hall Advertising Agency, has organized the Wilso-Richter Advertising Agency and will handle a number of accounts in the cycle field. Mr. Richter knows the field thoroughly, having been a member of the Harley-Davidson sales and advertising staff previous to joining the Burns-Hall agency.

DEAL IN WHOLESALE ONLY

Baker, Murray & Imbrle, Inc., distributors for Victor, Pierce and Emblem lines of bicycles, besides Palmer-Armstrong and Hartford tires, have disposed of their retail business and deal in wholesale only. The company now occupy quarters upstairs over their old place at 97 Chambers street.

YANKEE MACHINES IN HOLLAND

At Scheveningen, Holland, on May 10, Harley-Davidson riders won two events. Vandenburg won the 1,000-meter event, beating Defremery, Excelsior, and Hooegeveen, Harley-Davidson. Hooegeveen won another trial at the same distance from Stortenbeker, Indian.

LEADERSHIP!

VALUABLE—To Be Insured

IN sending articles of value through the mails you always take insurance for their safe delivery.

In sending sales messages to motorcycle and bicycle dealers and riders, why not take out insurance for their safe delivery?—not only to the DOORS but to the MINDS of the readers.

MOTORCYCLE AND BICYCLE ILLUSTRATED editorials reach the minds of its readers with worthwhile news and information. Not just the DOOR with a few large pictures of beautiful scenery.

MOTORCYCLE AND BICYCLE ILLUSTRATED has a market to sell and can help the manufacturer who cannot afford to be satisfied with just "his share."

The largest circulation, at the lowest cost per thousand, is at your service through "America's Greatest Cycling Magazine."

MOTORCYCLE AND BICYCLE ILLUSTRATED
920 Broadway, New York

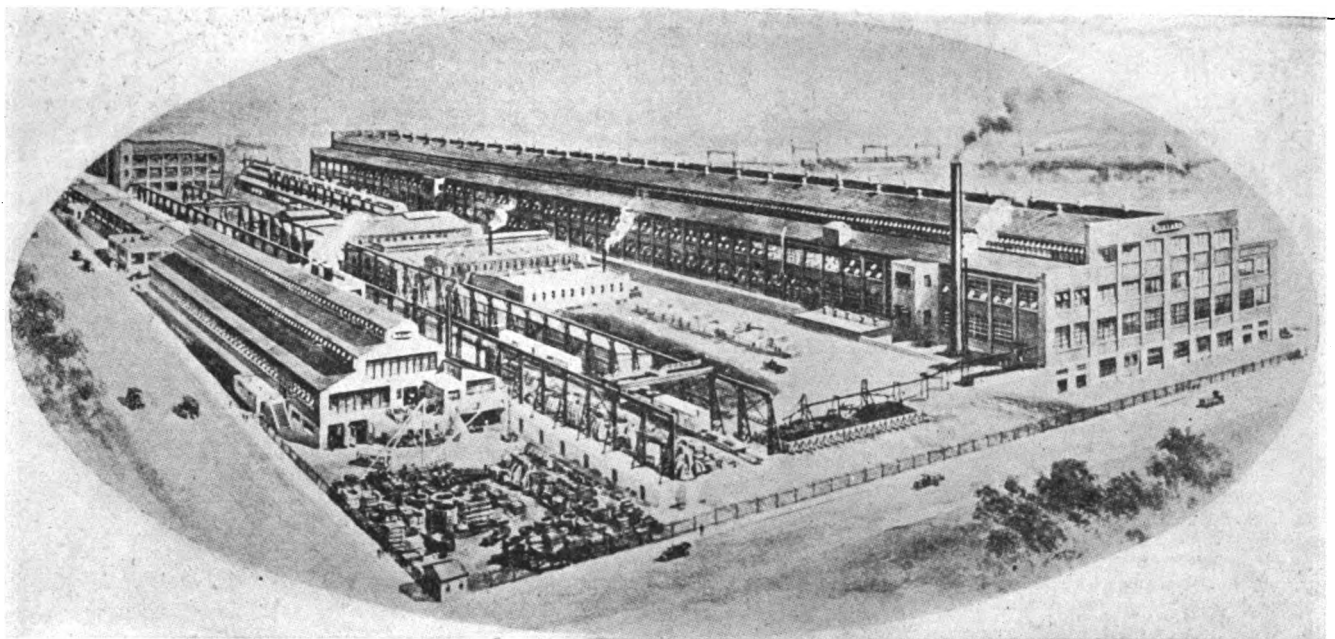
EXPORTS OF MOTORCYCLES

Washington, D. C.—A total of 1,573 motorcycle valued at \$502,039 was exported from the United States during March. The value of parts of cycles, less tires, was \$161,539. By countries they were as follows:

Countries	No.	Motorcycles, Dollars	Parts of cycles, tires, except Dollars
Azores and Madeira Is.	2	438	86
Belgium	112	31,461	2,321
Czechoslovakia	2	539	91
Denmark	130	33,668	5,618
Finland	52	12,595	3,216
France	28	7,803	467
Germany	15	4,439	441
Greece	1	56	....
Italy	122	26,451	3,137
Netherlands	185	53,619	8,611
Norway	12	3,733	831
Portugal	...	...	104
Spain	6	1,922	7,754
Sweden	35	11,251	1,065
Switzerland	30	8,697	118
England	57	15,024	1,758
Canada-Maritime Prov.	...	...	368
Quebec & Ontario	115	30,002	9,504
Prairie Prov.	7	1,962	867
Br. Col. & Yukon	...	...	234
Costa Rica	...	...	30
Guatemala	...	...	35
Honduras	...	...	15
Panama	...	...	179
Mexico	5	1,440	3,022
Newfoundland & Lab.	...	...	130
Bermuda	...	...	474
Jamaica	1	50	40
Trinidad & Tobago	1	335	105
Other Brit. W. Ind.	...	...	130
Cuba	1	100	423
Dutch West Indies	...	...	29
Haiti	1	376	121
Virgin Is. of U. S.	1	100	63
Argentina	74	19,941	1,162
Bolivia	2	440	...
Brazil	...	...	9
Colombia	...	...	15
Ecuador	1	301	97
British Guiana	...	...	40
Peru	2	224	...
Uruguay	13	2,900	28
British India	1	475	200
Ceylon	...	...	300
Straits Settlements	...	...	2,204
Java and Madura	44	11,526	3,589
Other Dutch E. Ind.	1	100	1,244
Greece in Asia	1	170	...
Japan	85	15,717	88,059
Philippine Islands	...	...	1,587
Australia	364	88,223	6,278
British Oceania	...	...	39
New Zealand	32	9,518	3,281
Other Oceania	...	...	15
Belgian Congo	4	418	...
British So. Africa	13	3,178	3,170
British E. Africa	...	...	25
Egypt	...	...	338
Other French Africa	1	184	...
Morocco	14	2,663	474
Total	1,573	402,039	161,539

AKRON MAKES MANY TIRES

Akron, Ohio.—Akron's larger rubber factories are now producing 75,000 tires every day, according to the May issue of the India Rubber Review. The publication gives production of the larger factories as follows: Goodyear, 25,000; Firestone, 23,000; Goodrich, 16,000 and Miller 6,500. The estimate of production does not take into consideration the output of the smaller factories.



Bullard Tool Co. Plant at Bridgeport, Conn.

Sinclair Militor Now *in* Production

THE Sinclair Militor is now being built in the 10-acre plant of the Bullard Machine Tool Company, at Bridgeport, Conn., which is equipped with every facility for speeding up production.

The Militor follows automobile practice in frame construction, gear shift and shaft drive. In the Bullard plant, three cylinders are bored at one time, the operation taking six minutes. The under-structure of the Militor is drilled and tapped in one operation. This under-structure is made of No. 11 gauge steel, pressed out in one stamping, incorporating the lower half of the crank case. The front and rear sections serve as supports to the springs as well as steering head brackets. The heat treating and blacksmith department is housed in a building 60' x 200', fully equipped. The enameling room where the Militor will be finished is equipped with three De Vilbys spraying machines and a dipping tank with four electric baking ovens 8' x 8' x 10'. The 4-cylinder Motor has an S. A. E. rating of 10 hp. and 22½ hp. block test. The intake and exhaust valves are placed in the head of the cylinder. One of the most radical departures from motorcycle design in the Militor is the incorporating of a shaft drive and regular automobile selective sliding 3-speed forward and reverse type of transmission. The first production machines have already been in road test, and deliveries to dealers will be made this month.

BRIGGS & STRATTON FLYER TO HEAD CARAVAN

ONE of the oddest caravans that ever "caravanned" an American trail will soon emerge from St. Louis and traverse

over 1,500 miles through five states. The procession will comprise two Rocky Mountain goats, a Briggs & Stratton Flyer, a motor car, a motor truck, two boy scouts and a party of men. This odd group will cause the perplexed scratching of heads among residents along a route called the Glacier Trail which wends its way from St. Louis north to Minneapolis and St. Paul, thence west to northwestern Montana ending at Glacier National Park. The tour, which will start this Spring, will be promoted by the Glacier Trail Association, which has its headquarters at Minneapolis.

The emblem adopted by the association and used on the trail markers bears a likeness of a Rocky Mountain goat, being a replica of the trade-mark made famous by the Great Northern Railway. B. T. Fuqua, secretary of the Glacier Trail Association, hit upon the idea of bringing this familiar trade character to life and exhibiting him in cities on the Glacier Trail as an advertisement for the association. Then the difficulties of finding a vehicle light enough for two goats to haul on city streets of varying grades became apparent. However, while Mr. Fuqua stood upon a Minneapolis curb waiting for passing traffic to suggest a conveyance for the goats, a Briggs & Stratton four wheel flyer, with a busy motor wheel propelling it, passed and dropped an idea into Mr. Fuqua's receptive mind.

The result was a letter to the Milwaukee manufacturers and a reply promising him the loan of a brand new stock flyer that would travel the hill and dale from St. Louis to Glacier National Park at a rate of speed graduated at will from 2 to 25 miles an hour, and still be light

enough for the two cloven hoofed mammiferous quadrupeds to pull in the cities traversed by the Glacier Trail. Between city exhibitions the goats will ride on the truck and the Briggs & Stratton flyer will travel under its own power.

Two boy scouts will pilot the flyer. The scouts are to be selected by a series of contests, to determine who can give the best ten minute talks on the value of the Glacier Trail to his community and state. Each state traversed by the trail will furnish two scouts selected thus to pilot the flyer through their respective states.

Much valuable advertising for the Briggs & Stratton Company will result from this tour and the flyer is bound to stir up sales-generating interest. As an endurance test the tour will serve to bring to light the plucky stamina and excellent roadability of this popular little vehicle.

C. W. A. FINANCES EXCELLENT

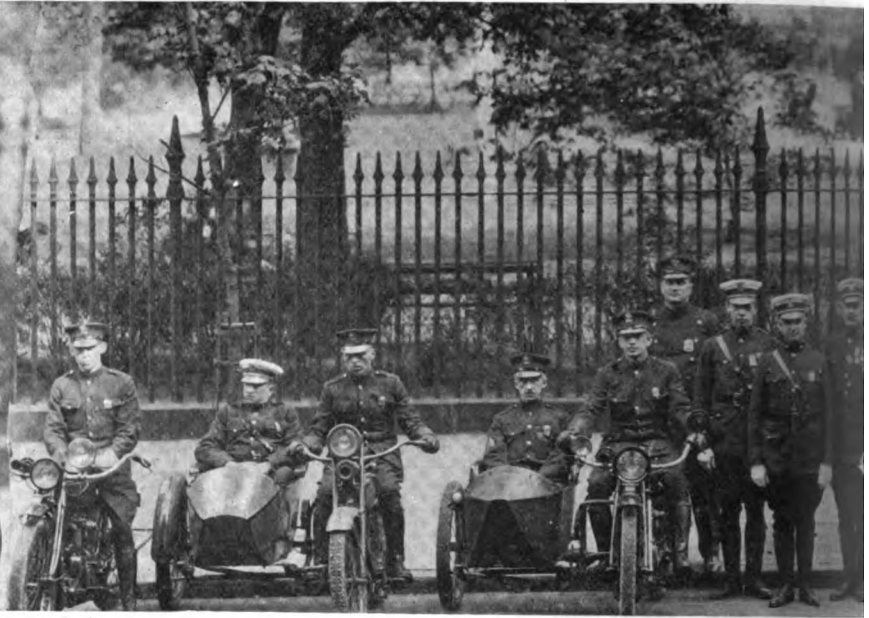
The annual financial statement of the Canadian Wheelmen's Association, which has been presented by Treasurer Jack Smith of Toronto, shows that the association's cash receipts during the past fiscal year amounted to \$490 and the cash balance on hand is \$251. Treasurer Smith has been in charge of C. W. A. finances for the past 12 years and his report for 1921-22 is the best that he has ever presented.

HOLIDAYS FOR THE DEALERS

Many of the States of the Union have individual holidays and it would pay the bicycle dealers to utilize them by staging races and other events. Look up the holidays in your State, Mr. Dealer, and see what you can arrange.



Major William A. Shields



A company of the New York Motorcycle Police Reserves. Inspector

Motorcycle Police



Part of the motorcycle division

ONE of the features of the annual parade of New York's Finest was the contingent of the Motorcycle Reserves, which is composed of volunteers who enlist for two years, and who during the term of their enlistment are to all intents and purposes regular motorcycle policemen. The only difference between them and the regular force is that the reserves are only called for duty in case of a special emergency. The reserves also have one four-hour shift of

active duty each week, during which they go on patrol as regular officers. The drills, at present, are held up in Westchester where traffic does not interfere with the maneuvers.

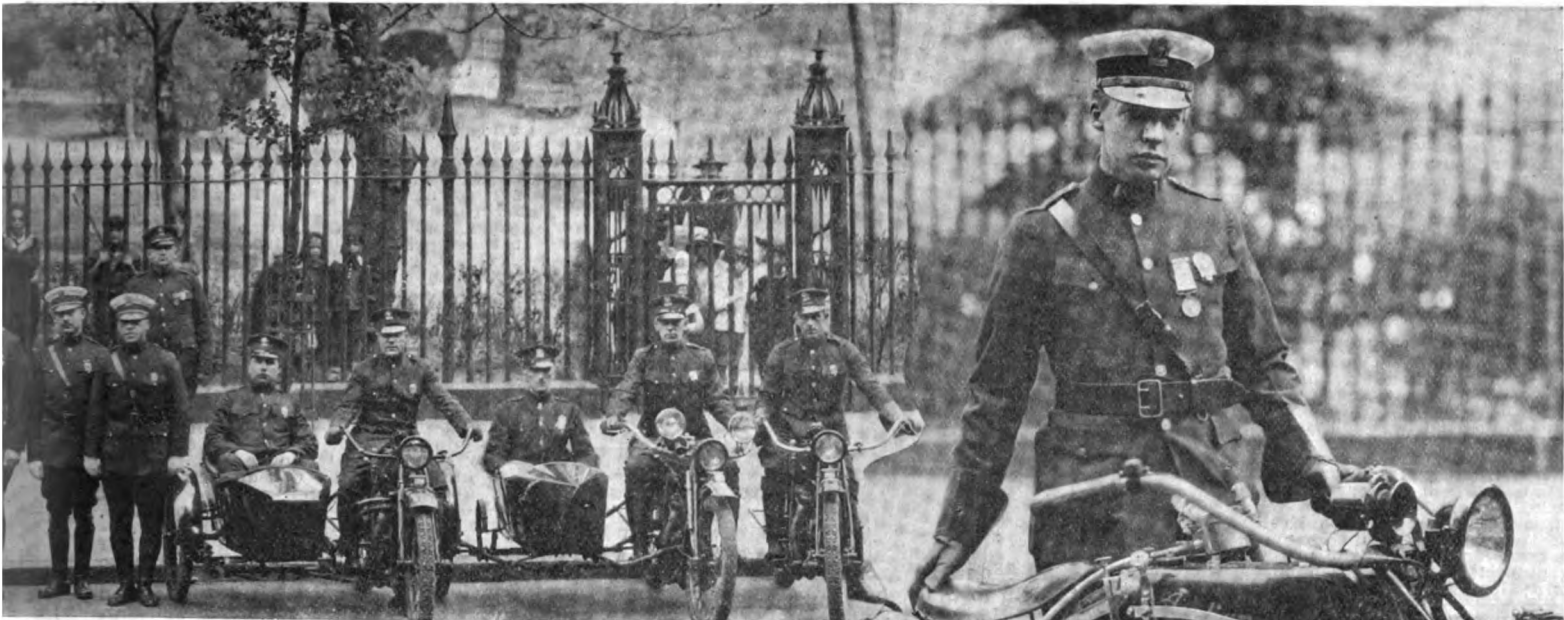
There are now enrolled about 50 men and there is opportunity for several times as many to enroll. Capt. J. T. Dye, who promoted the idea, and who is in command of Company A, announces that applications for enlistment will be received from motorcycle riders who can furnish their

own machines, who are citizens of good character, and who are between the ages of 21 and 35. They must be at least 5 feet 5 inches tall, but they may be as much more as nature permits. One recent recruit stands 6 feet 7 inches. Bronx headquarters are at 4187 Park avenue, corner Tremont. It is expected that one



Chicago West Park Policemen lined up for a race

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J. F. Dwyer is the man in the center with the medals on his chest

Reserve Growing



of the Boston Police Department

of the armories will be assigned for indoor drills.

There is a fine opportunity for motorcycle clubs to add a most attractive feature to their activities, for any club which brings 25 members into the reserve may have its own company and choose its own officers.



Captain J. T. Dye

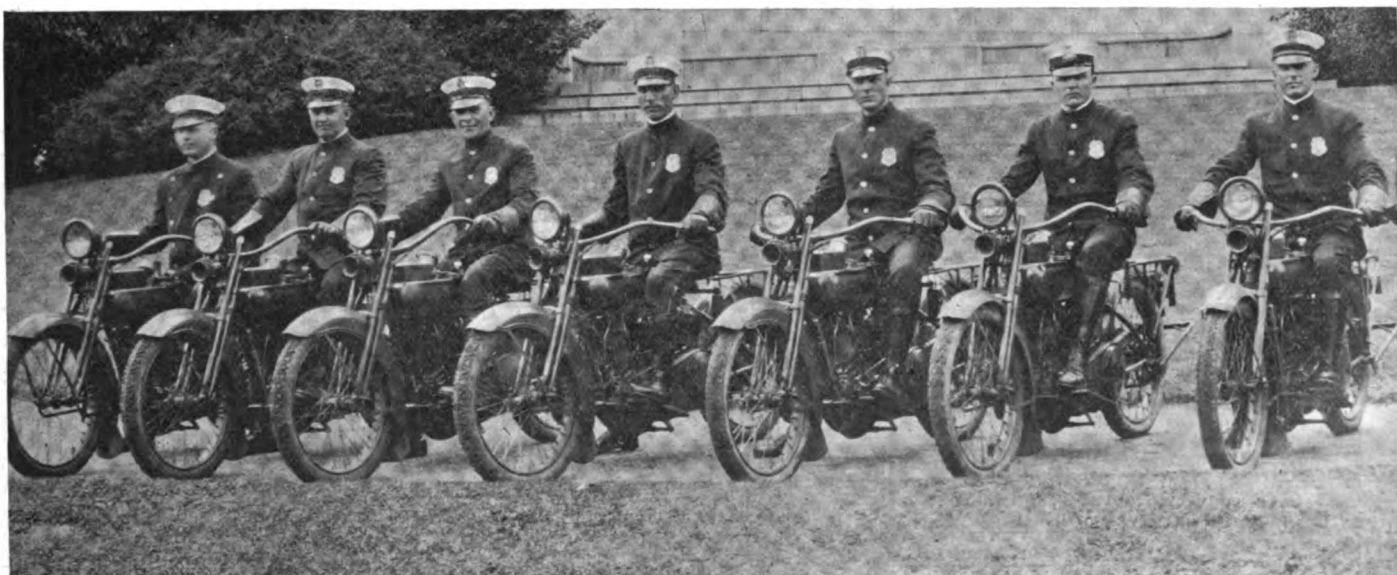
The reserves have the same uniforms as the regular police and the same authority. They are allowed to carry side arms, which they must supply themselves. The new shields will be ready soon. Sam Brown belts have been issued the commanding officers.

The next public appearance of the motorcycle reserves will be in the Bronx borough parade. Former Police Inspector J. F. Dwyer, who is now on the retired list, is inspector of the Motorcycle Bat-

alion, Seventh Regiment Police Reserves, Bronx. Maj. William A. Shields is in command of the battalion; Capt. J. T. Dye and Lieut. Charles Pierson command Co. A and Lieut. J. T. Steinman is adjutant.

Riders who wish opportunity to be of public service and also the personal advantages of the drill and experience to be gained in the service can get all necessary information from Capt. Dye, who is with B. G. Collier, 220 West 42d street, N. Y.

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Milwaukee Motorcycle Policemen are a classy bunch

Among the Dealers

LENZ MAKES POLICE SALE

Lansing, Mich.—Oscar Lenz, Harley-Davidson dealer, who sold the Michigan State Police 12 electrical machines, has also sold Ingham county two 22, JD machines.

MAKES A GOOD START

Franklin, N. H.—Ernest C. Melendy has taken the Indian agency in this little New England town with a population of 6,132. He has sold and delivered to date four 1922 models.

WATCH OUT, SPEEDERS

Toledo, Ohio—The Oberwegner Motor Co., Harley-Davidson dealers, have sold a new machine and sidecar to the Fulton County Sheriff at Wauseon, Ohio. This will mean to cut your speed between Bryan and Toledo, Ohio.

CO-OPERATIVE ADVERTISING

Pittsfield, Mass.—The Alexander Auto Repair Co., Indian dealers, have hooked up with the Coca Cola people who have 12 delivery trucks, and have agreed to use a large Indian head transfer on each side of these trucks. This publicity idea offers a suggestion that other dealers may be able to follow.

RIDES DEMONSTRATOR HOME

Springfield, Mass.—L. DeMontigny, who recently acquired the Henderson agency, has just completed a trip to the Chicago factory and return. The outgoing tour was made on a Henderson tandem with Ed. Lyman, in 40 hours' riding time. De Montigny rode home on a new De Luxe Henderson demonstrator.

EXPANSION AT ALBUQUERQUE

Albuquerque, N. M.—Simmonson & Danielson, Indian dealers, have let the contract for the construction of a modern fireproof building to take care of their growing business. The building will be 30 ft. x 80 ft., with large show windows. They expect to move into their new quarters around the first of July.

DAYTON WAKES UP

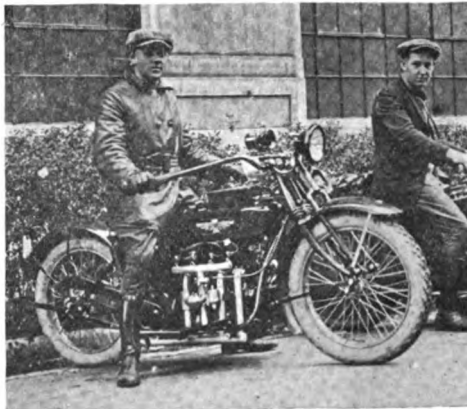
Dayton, Ohio—Louis E. Fluke, Harley-Davidson dealer, has sold the Dayton Police Department two machines and sidecars for speed work. This is the first time the police department would recognize motorcycles since they bought Dayton's about ten years ago.

MUSKEGON PROSPEROUS

Muskegon, Mich.—The Raymond Motor & Cycle Co., 72 Ottawa St., Harley Davidson dealers, report that conditions are improving rapidly as all of the shops are working full capacity. The Continental Motors factory, which is located there, have gone back on full time, and Mr. Raymond claims that it is encouraging to report that he expects to sell his share of machines this year.

GOES 150 MILES TO MAKE SALE

Saginaw, Mich.—S. L. Barlough, of the Barlough Motor Company, Harley-Davidson dealers, is getting considerable publicity on the motorcycles he is using to carry papers for the Saginaw News to some of the smaller towns in the vicinity of Saginaw. Mr. Bar-



L. DeMontigny and Ed Lyman, who rode tandem to Chicago in order that Montigny might ride his De Luxe demonstrator back to Springfield, Mass.

lough made a 153 mile trip to sell a machine to the sheriff at Bad Axe, Michigan, and was successful in landing the order for a new electrical equipped Harley-Davidson. I. W. Schroeder, H-D traveler, has been in town for the last few days and is calling on all dealers in Southern Michigan.

TAKE ON JUVENILE VEHICLES

San Francisco, Cal.—The San Francisco headquarters of the Appeal Manufacturing & Jobbing Co. have taken on the exclusive distributing agency of the Columbia juvenile wheel goods, for Northern California.

SAN FRANCISCO DEALERS MOVE

San Francisco, Cal.—Baumgardner, Henderson and Excelsior Agents for San Francisco, will move from their present location on Market street, near Van Ness, to Fulton street, between Van Ness and Franklin. They expect to be open for business in the new store on June 1.

THEIR SECOND YEAR

Toledo, Ohio—Blauvelt & Stuart, Indian dealers, have issued their second annual announcement. "We are proud of the progress we have made and the ever increasing patronage we are receiving" is the introduction. This firm announces, besides the complete Indian line, a line of Flexible sidecars, Corbin Brown Speedometers, F-N Tandems and a complete stock of parts and accessories.

BUSINESS GOOD AT FLINT

Flint, Mich.—Mr. Chalker, of the Benedict & Chalker Company, Harley-Davidson dealers, has just returned from a trip to the

coast and claims that he is glad to get back to business. Mr. Chalker has been on the coast for several months and he received a wire that business had increased so that he was needed at the store. They have remodeled their store and are having a sale on bicycles, and when this stock is gone they expect to sell Harley-Davidson motorcycles exclusively. Mr. Johnson, former repairman for them, has taken on the Indian agency and opened up an attractive store on Main street. Working conditions have improved wonderfully in the last thirty days and the auto manufacturers are working full time.

FORM DEALER ASSOCIATION

London, Ont.—The London Bicycle Dealers' Association was organized at a trade dinner held in the Tecumseh House, London, on May 11, with John Barnard, one of the comparatively new local dealers, in the chair. The speakers included J. W. Gibson, of Weston, Ontario, general manager of the Canada Cycle & Motor Company, Ltd.; Earl Rogerson, of Toronto, secretary of the Canadian Wheelmen's Association, and George Wenige, of London, president of the Canadian Bicycle Dealers' Association. Mr. Gibson declared that more bicycles were being manufactured in Canada this year than ever before. Mr. Rogerson referred particularly to the activities of the Canadian Wheelmen's Association. All present joined the local trade organization and paid their fees.

John Barnard, who is a real live wire, was elected president of the London Association and Arthur Tanner was elected secretary.

DIME BANKS A SUCCESS

Chicago, Ill.—M. Q. Evans, sales manager for the Chicago store of Edwards & Crist, says the firm's dime-bank scheme has gone over big, and that a number of Victory bicycles have been sold through it. The idea was originated in Philadelphia on Washington's Birthday, when the firm held a contest in which prizes were awarded to the five boys and girls giving the best answers to the query, "Why I should ride a bicycle."

The bank, which carries a rim inscription of "Save a Dime a Day and You'll Soon Ride Away," and a center motto of "Little Dimes Grow Dollars; Victory Bikes Grow Healthy Scholars," is distributed on deposit of a dollar. The store holds the key. While the hoarder of dimes is not necessarily obliged to buy a bike, that's just exactly what he does, or buys parts; likewise the motorcycle fan. "A boy would rather save for a bicycle than anything else," said Mr. Evans. "Again, when the bank is opened, the holder oftentimes buys the lamp, or tire that he has coveted."

VISITORS AT THE WIGWAM

Springfield, Mass.—Fred St. Onge, the bicycle evangelist, looked in at the Hendee factory. Fred looks hale and hearty, but rather large in the waistline, but suppose this was accumulated while he was hobnobbing with royalty, millionaires and other celebrities at Palm Beach during the past winter.

Floyd Clymer paid his respects on the 15th. He was on a flying trip east, his itinerary taking in Buffalo, Springfield, Worcester, New York and Washington.

Don Pope, of Indianapolis, was a welcome visitor at the factory last week. Don says things are perking up in his territory.



Wagner-Dolph, of Rochester, N. Y., are creating a great deal of interest in their city for the Neracar by keeping their salesmen on the streets with a machine placarded with signs telling how easy it is to ride one and how little it costs to maintain it.



Mr. and Mrs. A. W. Brown, of Chicago, join the neat rider class



Interior of Dickey's store

Building Up a Business By Rebuilding

THIS is the story of a young lad of 18 who started in business for himself and who built up his trade by rebuilding"—bicycles, motorcycles, lawn mowers, anything—but principally the two former, and who now at 21 has a shop of his own and a rapidly increasing clientele.

He is H. E. Dickey, whose ability is attested by the lettering on the door of his shop, "We fix anything." Three years ago Dickey, just out of high school, began to repair the lawn mowers and bicycles of the neighborhood, making his headquarters in an old garage on the back of the lot which is now graced by the handsome two-story frame shop he built

last fall, from the proceeds of his earnings. Dickey had and still has a preference for repairing and rebuilding bicycles but when he found that a certain amount of key fitting, electrical work, and miscellaneous repair work came to him voluntarily he added them to his business and signs on his shop let the public know that he is willing to do this work as well as repair and rebuild bicycles.

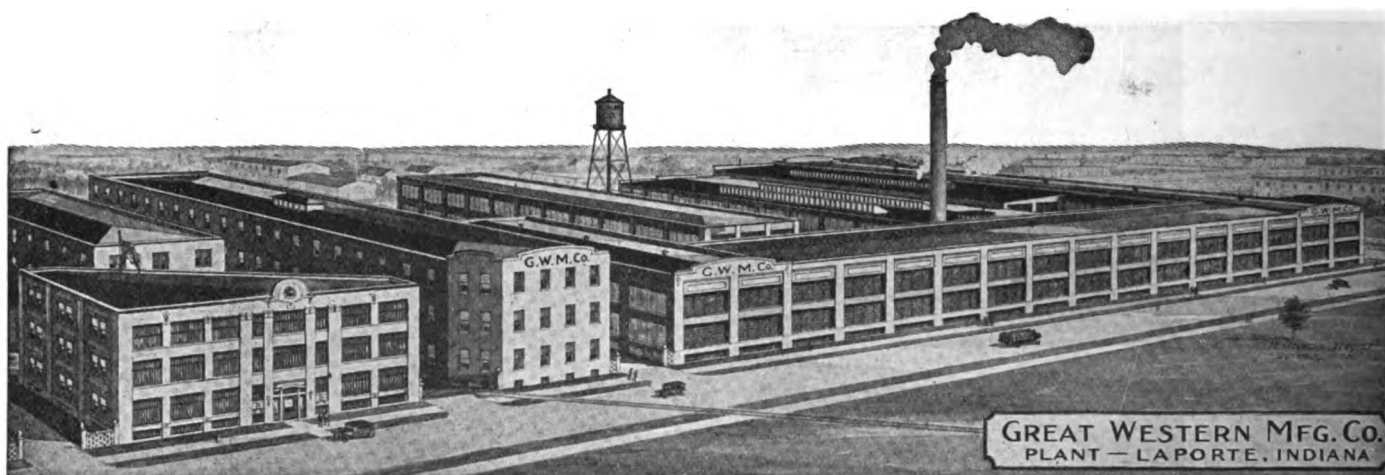
Dickey inherits his mechanical ability from his father, A. V. Dickey, inventor of an air rifle and a continuous sprayer. The son has been giving all his time to his business since he was eighteen. He makes a practice of selling rebuilt bicycles of the lighter makes at a set price

of \$25, while the heavier double bar models are priced at \$35. With each rebuilt machine he gives a year's guarantee and he sells on the average five or six machines a week. In two weeks recently he disposed of sixteen.

Dickey occasionally advertises locally in the papers but obtains most of his trade from his neighborhood and through satisfied customers, particularly those whom he has served as a general handy man. The man who has had a stubborn lawn mower or contrary lock fixed is apt to send his son around to buy a bike and by the time Dickey gets through painting a rebuilt machine it can scarcely be told from a new one.



Where Dickey started and where he is now but not where he intends to finish



The modern plant of the Great Western Manufacturing Company, where efficiency and standardization are twin watchwords

Little Journeys *in the* Cycle Field

By *W. H. Parsons*

No. 9

HOW far is it from Chicago to La Porte, Ind.," asked "F. M.," as he rubbed a squirt of grapefruit juice out of his eye at the breakfast table, next morning, after our visit to Milwaukee. "Can't we make a little excursion down into the Hoosier state and call on President E. J. Lonn of the Bicycle Manufacturers' Association at the Great Western Bicycle factory?" he asked.

We looked up the time table and found that we could catch a train shortly after noon that would get us to La Porte early in the afternoon, and that a return train would get us back to Chicago in time for a late dinner. This gave us what was left of the morning, and that wasn't so very much, to pay our respects to Chairman A. B. Coffman of the M. and A. T. A.

We found him busily explaining the workings of the new M. and A. T. A. Insurance plan to a traveling salesman who had come in to get posted, so he could talk the plan intelligently to dealers and riders as he met them on his trips through his territory. Coffman has enlisted every traveling man in the motorcycle field that he can get an hour's conversation with, as insurance missionaries. To hear him talk you'd think he had been an insurance agent all his life, but he says there is a lot he don't know about it yet. However, he has hopes. What with promoting insurance, Gypsy Tours, a National Motorcycle Rally, supervising competition, and acting as manager of the National Cycle shows, Coffman is a fairly busy man and so we didn't take up much of his time. We might not have been quite so considerate if it hadn't been for the fact that the train for Great Westernville was so nearly due that we had to rush to catch it.

The Great Western factory is only a few blocks away from the La Porte depot. It stands on the original site of a tannery established in 1860 by John Lonn, father of President E. J. Lonn of the Great Western. After E. J. graduated from business college he became secretary and general manager of the John Lonn & Son Co. which was engaged in the manufacture of harness and saddlery, and continued in business until 1899.

From harness-making to bicycle manufacturing might seem quite a change, but it was a logical evolution after all. When the bicycle came along as a more popular mode of personal transportation than the basket phaeton and the cross bar buggy the Lonn's promptly recognized its possibilities, and started in to build a bicycle business. The ground floor of the harness factory was converted into a bicycle factory under the management of Will Lonn.

From 1896 to 1899, E. J. Lonn was an officer and director of the Crown Bicycle Co., which he bought in the Fall of 1899 and continued the business under the name of John Lonn & Sons until the Fall of 1900 when the Great Western Mfg. Co. was organized by a combination of the Adams Westlake Company of Chicago and the David Bradley Co. of Bradley, Ill., and E. J. Lonn became secretary and general manager. In 1903, the Lonn's purchased the Westlake and Bradley interests and E. J. Lonn became president of the company. Since then it has been strictly a family affair. In 1905, the Great Western bought out the Fauber Mfg. Co., makers of the Fauber

cranks and added it to the Great Western organization, moving it to La Porte. The Mitchell Bicycle Co. of Racine, Wis., was taken over in 1905, The Reading Standard Bicycle Co. of Reading, Pa., in 1918 and The Superior Metal Products Co. of Elyria, Ohio, in 1920. E. J. Lonn has remained president and general manager since assuming the office in 1903. The other officers of the company are: Maj. Arthur E. Lonn, Vice-President; J. M. Lonn, Treasurer and Engineer, and W. R. Smith, Secretary. Will and Charles Lonn have charge of the foreign sales and spend much of their time globe trotting. J. M. Lonn is a son of E. J., and Secretary Smith has been with the company almost since its beginning.

When we gave our cards to the girl at the information desk and asked for President Lonn, we were disappointed by the information that he was out of town. The Major was in and we went up stairs to his sunny office (it's a regular sun parlor, purposely designed that way), where we found him buried in a desk covered with correspondence, he having only beaten us into town by one train, after a long business trip. Seeing how he was fixed, "F. M." suggested that perhaps it would be a good scheme if we borrowed a guide and made a little trip through the factory, first, and allow A. E. to get the worst of it over, while we were learning how the Great Western product was put together. This hit a responsive chord and E. E. Crowe, who sits at a mahogany desk and figures out live sales ideas to pass along to Great Western dealers, at such odd times as he is not actually out on the road spreading the gospel of name plate bicycles, was drafted to show us around.

I am not going to attempt to tell all



MAJOR A. E. LONN, Vice-President and Sales Manager of the Great Western Mfg. Co., was born at La Porte, Ind., January 3, 1884. He took to the wheel early, and began riding amateur bicycle races in 1893. He held the Indiana record of a quarter of a mile for boys under 15 for six years. He attended school at Culver Military Academy, and graduated with honors. After his graduation he became city salesman for the Adams & Westlake Co., in Chicago. Two years later he returned to La Porte and acted as foreman of various departments of the Great Western company for three years, after which he traveled the states of Ohio, Pennsylvania, West Virginia, Kentucky and North Carolina, and in 1904 became Sales Manager of the company. As a reserve officer he was called to duty immediately on the outbreak of the war, and served until it was over—much of the time in France on active duty and also as Major on general staff duty with the American, British and French forces. He returned to America and was discharged January 3, 1919. On January 10 he was back in harness at La Porte, and became Sales Manager when C. A. Lonn took over the management of foreign sales. He is married and has one daughter. He says he'd rather sell bicycles than eat.

we saw. It would take too long and so I'll just hit the high spots. There are plenty of them in the Great Western plant. The time and labor saving arrangement of the different departments is one of the most interesting features of the factory. There is no lost motion. Everything moves in order from the unloading of the raw material on the receiving platform to the loading of the crated bicycles into the freight cars on the track at the shipping department doors. The assembly of the wheels is accomplished on a sort of moving railway. A frame is placed on a standard on this railway and passes along to different men who put in the wheels, crank hangers, sprockets, pedals, chains, saddles and

handle bars in turn. When the circuit has been completed, the finished bicycle moves on to the crating department and from there to the shipping room. A bicycle is assembled by this method almost as fast as you can follow it around the track.

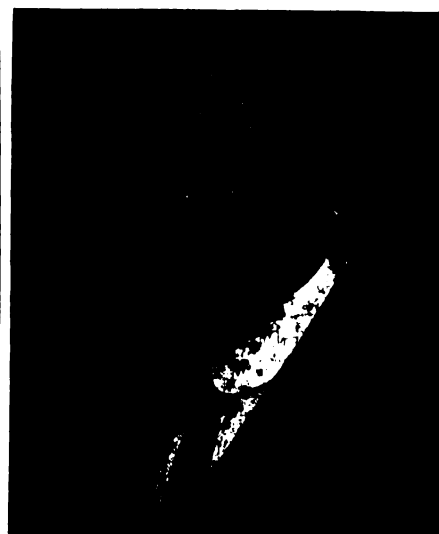
Another interesting place is the saddle department. This is in charge of L. F. DuBroy, who has been making bicycle saddles for so many years that he says he isn't comfortable on any seat except a saddle.

Standardization is one of President Lonn's hobbies. He has been a strong advocate of a standardized industry for many years and as Chairman of the Standardization Committee of the Bicycle Manufacturers' Association for the past three years has succeeded in bringing about the elimination of many unnecessary and vexatious varieties of parts and packages, to the great advantage of the jobber and the dealer, as well as to the manufacturers. This insistent demand for "no waste motion" is reflected throughout the Great Western plant.

When we got back to the major's office we found that he had loaded up a couple



CAPTAIN J. M. LONN, Treasurer and Engineer of the Great Western Mfg. Co., is a son of President E. J. Lonn. He was born February 12, 1893, and graduated from the La Porte High School in 1910. Then he took the mechanical engineering course at Purdue University, and graduated with the B. S. degree in 1915. In 1920 he obtained the B. M. degree. Immediately after his graduation, in 1915, he assumed charge of the engineering department of the Great Western company, and remained in that position until 1917, when he entered the U. S. Army Ordnance Department with the rank of captain. He was detailed on small arm and ammunition work, and stationed at the Government arsenal in Philadelphia until December, 1918. In January, 1919, he returned to the Great Western as Treasurer and Chief Engineer. He was married in 1920. He says he has spent his business life so far with the bicycle industry, and expects to stay right with it for many years to come.

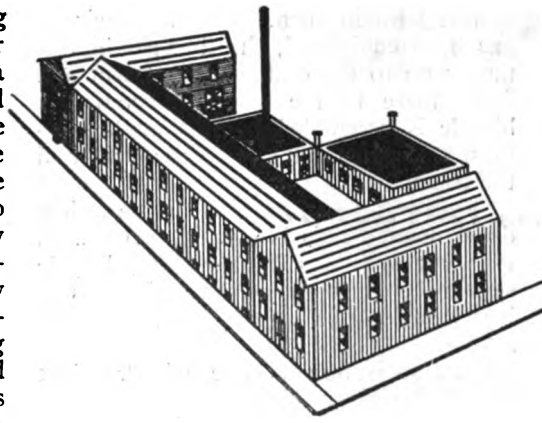


E. J. LONN, President and General Manager of the Great Western Mfg. Co., of La Porte, Ind., was born at La Porte, June 13, 1869. He attended the public schools and took a course at the Holmes Business College, and then became Secretary and General Manager of the John Lonn & Son Co., harness and saddlery manufacturers. He was also an Officer and Director of the Crown Cycle Co. from 1896 to 1899, when he bought it and continued the business under the name of John Lonn & Sons Co. When the Great Western Mfg. Co. was organized in 1900 through a combination with the Adams & Westlake Co., of Chicago, and the David Bradley Co., of Bradley, Ill., he became Secretary and General Manager, which position he held until 1903, when he became President, the Lonn's having purchased the other interests in the company. He has headed the company ever since. Mr. Lonn has found time to do a great deal of hard work for the common welfare of the cycle industry. During the war, in 1917 and 1918, he was Chairman of the War Service Committee of the Bicycle Industry, and it was largely due to his efforts that the bicycle was given priority as an essential industry. Since 1921 he has been President of the Bicycle Manufacturers' Association, and for three years has acted as Chairman of the association's Standardization Committee. He is also active in many enterprises outside the industry. From 1916 to 1922 he has been a Red Cross Chairman, and since 1912 he has been Director and Vice-President of the Peoples Trust and Savings Bank of La Porte. He also belongs to many clubs and associations, and takes an active part in the social life of La Porte. But his first interest outside his immediate family is the bicycle. He is married and has two sons—J. M. and E. W. Lonn—who are following in their father's wheel-tracks.

of stenographers and was ready to gossip for a few minutes. He told us that from what he had observed while out in the field it was his opinion that the things were rapidly becoming stabilized, and predicted a smart revival of business during the Summer and early Fall. In

his opinion the usual midsummer sag will be less pronounced than usual for as he put it, "the dealers have got a gait on. They have swung into a period of intensive merchandising and they are going to keep right at it regardless of the old tradition that 'business is slow in the hot weather.' They are going out to drag business into their stores and they don't give a rip about traditions," he declared. "Also," he said, "our industry in common with all other American industry has about finished comparing present business with boom times and feeling abused because things are not as hectic as they were a couple of years ago. We are taking the more sensible view that the boom times were the exception and not a safe criterion by which to judge present conditions. We are better satisfied to hustle for what we get because we understand that the necessity for hustle is a normal state of business and so all of us are going to it with a smile. We've quit feeling sorry for ourselves and that was the biggest part of the battle."

One of the stenographers brought in a sheaf of letters to be looked over and



PLANT IN 1896

The little factory from which the Great Western grew

signed and we could see the other at her typewriter turning out others a lot faster than I can pound my machine by the two-finger system. It was still about half an hour to our train time, but I wanted to take a look at the town, for along about the time E. J. Lonn was born, my father

was attending business college in La Porte, and that gave me more than an ordinary interest in the place. We said good-bye, accepted an invitation to come again and went out and walked around the Court House square. "F. M." saw a sign and remembered that though we had a late breakfast we had skipped lunch and suggested that we get something to eat. It was lucky we did, for the train was a hour and a half late.

We found Motorcycle and Bicycle Illustrated Western's representative, W. C. Shaughnessy, with whom we had made a dinner engagement, waiting for us at the hotel when we got back to Chicago. He had accumulated a big appetite and was wondering if we would show up in time for him to catch his train to the suburbs, to say nothing of getting his dinner. He got both. I'll bet he was glad to see us off on the home stretch of our trip, for we certainly got him in bad at home. He spent a lot of nickels calling up friend wife and explaining that he wouldn't be home to dinner because the boss was in town.

(To be Continued.)

Safety for Bicyclists

AT a recent meeting of the St. Louis Cycling Club, a movement to safeguard the bicycle rider whose occupation or means of pleasure lures him on the city's streets to combat the encroaching forces of the nineteenth century automobile traffic, was officially set in motion.

Realizing the urgent need for some proceeding that would finally reach the city's legislative chambers, where it is sincerely hoped some official action will result in making St. Louis a better place in which to ride bicycles.

In these feverish times of "Super-Sixes," the negligent, to say nothing of inconsiderate driving of automobiles, is fast crowding the trembling cyclist off the main thoroughfares, to stagger along near the gutter for fear of losing life or limb. His inherent right to use the streets is being gradually but surely usurped by the autoists, who absolutely refuse to recognize either pedestrian or cyclist.

The general discussion on the subject brought forth a number of theories by which the club might proceed, so after these were heard and considered, a committee, known as the St. Louis Cycling Club Safety Committee, was appointed with instructions to draft a letter and submit this to the Board of Aldermen for consideration.

The following is the text of this letter. A reply in the form of a promise that it would be given a hearing at the next regular meeting of the Board has been received by the club.

"I desire to call your attention to a

matter of great concern and safety to the bicycle riders, both old and young, of this great city, and in doing so I feel confident that yourself and Board will listen with that eagerness that has always been the watchword of your body when human lives are at stake.

"The great city of St. Louis is noted for its safety methods, but few measures have been taken to safeguard the bicycle riders of this city, and I have the following suggestions to offer:

"Select three East and West streets for traffic to and from the heart of the city to the West End, and paint a 'white line of safety' four feet from the curb on each side of the street as a limit for bicycles to ride and the white line is to caution auto drivers as to the rights of the bicycle in this particular limit; also select some crosstown lines and do likewise. It is, of course, expected that no parking of autos will be allowed on these selected streets.

"The Grand avenue bridge and the Free bridge are very dangerous places to ride bicycles, and I would suggest that a 'white line of safety' be painted on either side of these bridges for the protection of bicycle riders, and that at each end of these bridges a sign be posted of sufficient size to attract attention of drivers of machines, advising them of the lines and what they are for.

"I would also respectfully ask that cinder paths be made where conditions will permit for the purpose of keeping youthful riders off the streets as much as possible.

"Bicycle riding is a splendid sport and

conducive to the greatest subconscious exercise in the world. A great deal has been done for other sports; now we ask that something be done for the bicycle riders.

"(Signed) Noble S. Endicott,
"Chairman State Highway Committee
and Safety Committee, St. Louis
Cycling Club.

RAIN HALTS HOOSIER RACES

ON Saturday afternoon, May 20, Indianapolis had her first outdoor bicycle race of this season. It was open scratch affair won by Alfred Caseber in 27:51. Alva Haley was second with Edwin Clark, William Pascoe, Harry Mueller and Karl Grieb following him over the tape in the order named. One other starter, Allen Pickett, dropped out at the end of the first lap because of the condition of the track. The race was held on the 1¼-mile cinder track at the fair grounds and the starter's gun was also a signal for the rain. It slowed the contestants down and made dirty work of it. At the finish the riders looked like they had been in a 24-hour endurance run. The winner received a gold watch and there were four place prizes, but the sixth man was voted a consolation prize of a saddle for sticking to it.

Charles E. Wehr, the A. B. L. of A. representative who sponsored this race, called off the other three that were scheduled but announced that there will be several races on Saturday afternoon, June 3. Among them will be a 15-mile open and a mile novelty features for boys.

More Bicycle Week Activities

R EPORTS of activities during National Bicycle Week are still flooding the C. T. A. office at 35 Warren street, New York City, and are keeping Executive Secretary McCarthy and his staff busy checking up. The general trend of reports is rather gratifying and many dealers are reporting increased business. Campbell's Cycle Agency, of La Crosse, Wis., kept things humming during that week and had 417 boys and girls in the store to receive the Shine-Up Straps or bottle of oil Campbell gave out after the youngsters filled out a mailing list card. In addition 300 carnations were presented to the ladies. The purpose of distributing the carnations was to let the women folks of La Crosse know there was a clean and well arranged bicycle store there, and as a result three girls' wheels were sold with many prospects promised. The bicycle races staged as part of the week's program brought out 34 boys who competed and the local Y. M. C. A. co-operated splendidly by furnishing the boys, and promising assistance in all future bicycle races.

The bicycle parade at Coronado, Cal., was by far the best the West has seen since the Riverside Civic Pageant Bicycle Parade back in 1918. The people of that city subscribed over \$400 for prizes and they held a big ball in the evening and more money was raised. William F. Holland, proprietor of the Coronado Paint & Hardware Co., deserved heaps of praise for the success of the venture as it was his idea and his hard work that helped to carry out the idea and produced general good in Coronado. In fact a survey of every family in Coronado was made and a cycle club of over 200 members was formed, also a community organization resulted that will in time have a \$25,000 clubhouse, build a cement bicycle track of eight laps to the mile and a grandstand and athletic field.

Charles Fuller Gates, the booster, spent all of National Bicycle Week at Coronado getting a lot of old time bicycles, including triplet, quad, tandem, three high wheels, boneshakers, etc. Charles Fuller helped also in putting over the Coronado affair and we are indebted to Mr. Gates for the photographs of that affair in this issue.

That the word "bicycle" is a permanent fixture in many Seattle homes is positive. The Greater Seattle Bicycle Club, no doubt the liveliest organization of its kind in the entire country, put over a big rally and masquerade carnival in Times Square that was probably not surpassed even during the time bicycles were at the peak of popularity. The affair was played up very strongly in the way of newspaper publicity several weeks before and when the signal was given to start the fun, more

than 400 cyclists dressed up in every kind of costume were on hand to take part in the festivities. A color light parade opened up the carnival and when all the riders lined up their bicycle against the curb in front of Rudy Lindgren's store, the crowd of cyclists turned loose. The first feature on the program was a blindfold boxing contest between a boy dressed as a clown and a negro porter. This fun caused much laughter and kept the spectators in good spirit. Each of the boys kept striking at each other constantly, even though at times they were 20 feet apart.

The next number was a blindfold contest between two girls, and their actions were a riot. A sack race for girls followed and kept the spectators in an uproar, while the backwards sack race for

boys brought many thrills, spills, and tussles.

Other novelties that were exciting and brought forth many laughs were the doughnut-eating contest, the three-legged races and ice cream contest. Outstanding among them all was the hoola-hoola contest for boys, many of the wiggles and shimmy shakes being overnight inventions. Following the candy-on-the-string contest came the hot dog stunt. Fifteen blindfolded boys on their hands and knees representing dogs were entered and the wieners were suspended from strings about 30 feet away. When the signal was given to start, all boys rushed hither and thither looking for the "dogs," and while some boys succeeded in finding them, others had difficulty in getting the scent.



A prize winner in the Coronado, Cal., bicycle parade—Miss Ellen Lindgren, who was dressed as a Hula-Hula dancer



Small page queens in the Coronado parade

Assisting Mr. Lindgren were several local newspaper writers, and it is doubtful whether as much interest was displayed during Bicycle Week in other towns as was shown in Seattle.

N. J. De Sanders, the energetic dealer of Logan, Utah, kept bicycles humming in his establishment during Bicycle Week through the introduction of home-trainer races. The contest was advertised daily in the local newspapers and much interest was manifested. Weston Clark won a gold watch as first prize, making the best time for the week, while Willard Ballen came in second, winning a belt buckle set for his work. Darrell Crockett received a pair of tires as third prize.

The Pendleton Cycle Company, of Pendleton, Oregon, of which Hartman Long is the proprietor, has always been active in boosting National Bicycle Week, and following it up with several races throughout the season. Eight races were staged May 6 and more than 200 spectators witnessed them. Thirty-six boys took part in the races and the day was a gala one all around.

F. S. Jones, one of Long Beach, California's, energetic dealers, staged a big road race April 30 and 41 boys participated. The race was run from Long Beach to Wilmington, a 7 1/2-mile course and Paul Calvert romped home the winner, with Paul Winters second and Alton Iverson third. Races in Long Beach are becoming a permanent fixture and it is said the riders there will soon be up among the top notchers in the amateur ranks.

Clement Morissette is the bicycle champion of Ellensburg, Washington, having won the title May 6 in defeating a big

field in the five-mile race. Aside from that race, there were several other short events and a list of 56 entries comprised the program. The Y. M. C. A., under the direction of Kenneth E. Sturgis, with the assistance of the Central Machine Works of Ellensburg, had charge of the races and good publicity was given the affairs.

More than 2,000 persons took in the various race meets May 7 staged by the Denver Bicycle Association. In the three-mile race for boys under 17, Grant Jordan breezed in first, with James Simons second. The two-mile race for boys under 15, Gerald Price hopped home first, with Ed. McCarthy second. In the five-mile open race, Grant Jordan again had the honor of coming in first with Kenneth Noble trailing. The novice race for boys under 12 saw Ernest Topez the winner, Herbert Hayutin second, and Arthur Blush third. An added attraction was the Australian pursuit race and the team of Grant Gordon, Ben Covey and Otto Oschner caught up with their competitors and won the C. T.-A. medals.

Again the Y. M. C. A. has jumped to the fore in staging races, and Billings, Mont., saw some good races May 6. The affair was given liberal publicity in the local papers and more than 500 spectators, with 38 boys entered in the races were on hand. Preceding the races was a novelty parade through the main business streets and all the riders carried toy



Some more prize winners at Coronado, Cal.—Alfreda Smith and Horace Tattum, with Spanish-American float

balloons. The races and parade were run off to the satisfaction of all and F. C. Olsen of the Montana Cycle & Supply Co., who was instrumental in conducting the races, was highly pleased with the way the affair was carried out.

Bellevue, Ohio, is coming to the front in the way of bicycle races and George D. McVay had 35 boys entered in the races there with 12 prizes, most of which were furnished by the C. T. A. More than 200 persons visited the fair grounds where the races were staged and some good races were witnessed. Fifty-four boys were entered in the races staged May 6 at Waco, Texas, under the auspices of the Hall & Fisher Tire Co., and S. P. Cantrell, the promoter, ran off the several events in a systematic way. Good publicity was given the races and several hundred persons were on deck.

That the Garden City Wheelmen of San Jose, Cal., never let Bicycle Week go by without staging some kind of events is evident by the wonderful races held April 30. The races were run over the McKinley school course and hundreds of spectators were on hand to take in the events. A. Meranda, of San Francisco, won first prize in the seven-mile juvenile race, covering the distance in 19:24. Another San Francisco boy, A. Thompson, came in second, and E. Waldorf, San Jose, finished third. The 20-mile race was run off without any accidents and proved a sensational event. W. Temple of San Jose secured first prize; B. Wylie, San Jose, second; and X. Matasci, San Jose, third. Temple's time was 46:09. Time winners were F. O'Connor, San Francisco, 45:37; second, O. Hunt, San Jose, the time 45:37 1/2.

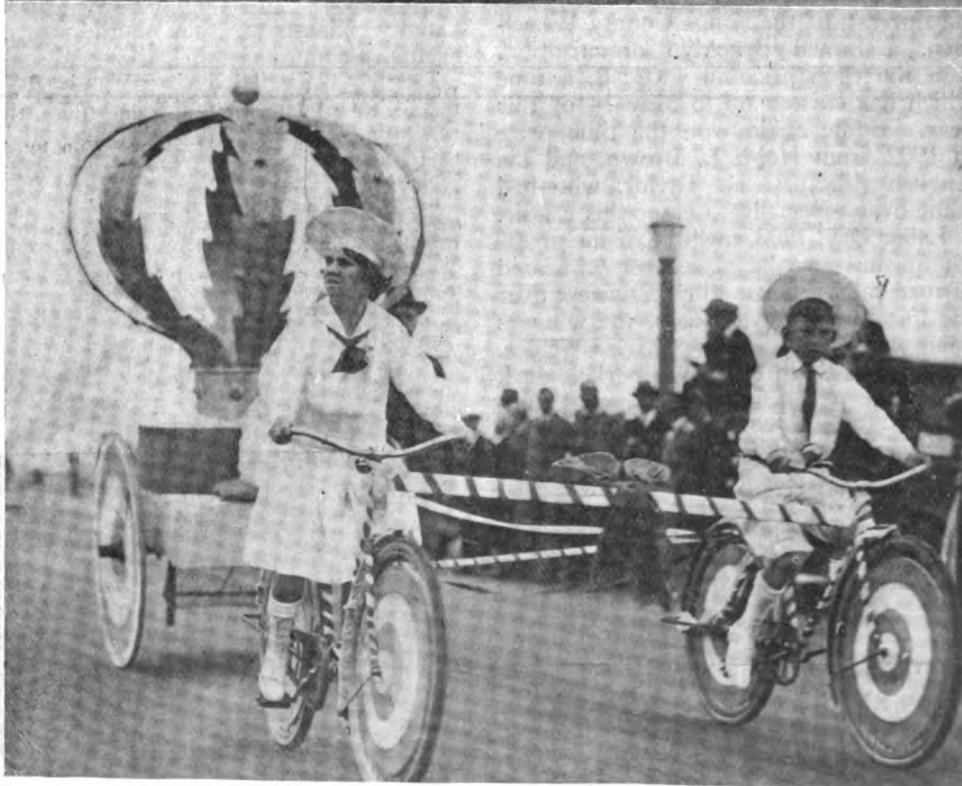
Bicycle activities are becoming more prominent each week in Paterson, N. J., and the Triangle Cycling Club seems to be setting the pace. The City Recreation Board is now building a bank track for the bicyclists and some good races are looked for. All the active dealers are behind the riders and greater interest is stirred up through each of the races. Sunday, May 7, saw a series of races run off on the Union avenue speedway and Rene Braet captured first place in two races. This rider bears watching and from reports received he will soon be among the top-notch amateurs of the country. The feature of the day was a half-mile boys' race, eight youngsters facing the starter, and Harry Friedman crossed the tape first, followed by Morris Hennekaus and William Buitenhaus.

The Bicycle Dealers' Association of Kansas City, Mo., staged a "cyclist day" May 3rd and more than 3,000 persons witnessed the parade and races. The races marked the opening of the bicycle season in Kansas City and it was a gala day for the boys and girls. The feature of the races was the fact that they were not hampered by rules. Contestants were not chosen previous to the race but ap-

plied to Walter Bell, president of the Dealers' Association, at the opening of each event. Some were novices, others were hardened cyclists. They didn't care. They were there to win the prizes and rode as they had never ridden before. A list of 24 prizes made up the program and some of the winners are as follows: Unlimited race for men—Kenneth Rose, 17 years old; girls' race, Fay Weldon, 14 years old; 125-pound limited race, Henry Harbison, 17 years old; 100-pound limited race, Willard Sellers, 17 years old;

85-pound limited race, Fay Weldon; negro race, unlimited, Hearld Williams.

Fifty-three of the leading daily newspapers of Canada, from coast to coast, were supplied with bicycle reading matter for 1922 Bicycle Week by the Canadian Bicycle Dealers' Association, according to a review of Bicycle Week details just issued. The bicycle news service was placed at the disposal of 31 newspapers in 26 cities and towns of Ontario, and 12 newspapers in Quebec and the Maritime Provinces.



Farrington Holland (above) had a real novel float in the Coronado, Cal., bicycle parade. He won the second prize in the comic section. Below are the first prize winners for best feature, Miss Jacqueline Watkins and Phil Richards being the cyclists

INTEREST IN ROAD CLASSIC

GREAT interest is being shown in the revival of the "Coney Island Handicap," the 25-mile race to be run by the Empire City Wheelmen, of Brooklyn, on the morning of May 30, Decoration Day. The "Coney Island Handicap" was first run back in 1893 and had been for a considerable time looked upon as one of the road classics of America, second only to the famed Irvington-Millburn road race in New Jersey.

The course selected is one of the fastest in the East, this fact being borne out by the performance of Anthony Beckman, the North Hudson Wheelmen rider, on Sunday, May 14, when he won time prize in 1:00:39 $\frac{3}{5}$, two minutes faster than the record for the course and bettering the 25-mile record held by Allie Krushel. Krushel on July 4, 1917, did the 25 miles in 1:01:39 and Beckman's time for the same distance was almost a minute better. A brief history of the race follows:

The first race conducted under the auspices of the associated cycling clubs of Long Island, and the *Brooklyn Citizen* in 1893, was a comparatively small affair but a forerunner of the more elaborate competitions of later years.

Labor Day, 1899, saw Harry Bleeker, of the Waverly Bicycle Club, win in 1:17:39. In 1900, the same rider captured the time prize, lowering the time to 1:04:46. In 1901, Gus Perden, Howard Wheelmen, won the place after the winner, a one-armed rider, had been disqualified for finishing on the cycle path instead of in the middle as ordered. Eddie Forrest, of the Kings County Wheelmen, a famed Brooklyn organization, won the time prize in 1:02:48, a time which has existed up to May 14 of this year. Eddie again won the time prize in 1902 from Hugh L. Brown, and the English rider, A. H. Taylor, who had come over especially to enter this classic.

Labor Day, 1903, saw one of the greatest finishes for the place ever witnessed in road racing, when 40 riders swept over the line in a compact mass, the winners being finally picked as Charles Schlee, Newark, N. J., Oscar Goerke, Jack Townsend, Herman Lind, all names fam-

iliar to the rider of that day, as well as Oliver Dorlon, who won fame later in six-day races.

1904, saw no race, due to repairs being made to the path, but in 1905, Arthur "Pop" Rhodes, a cyclist past the 40-year mark, won the race on a chainless bicycle. This was noteworthy, being the only occasion in the memory of the oldest cyclist when a race of this kind was won by a rider using a chainless bicycle.

Tom Bello won the time prize in 1915, in 1:03:08, which was recognized as the American 25-mile record. Forrest's time of 14 year's before not having been recognized due to the battle for control which was on at the time between the League of American Wheelmen and the National Cycling Association, which organization is now in as bad a process of disintegration as the L. A. W. was in 1900. Henry Kix, of the Empire City Wheelmen won the 1915 race, riding from the six-minute mark.

The present classic will be run under sanction of the Amateur Bicycle League of America, the organization recognized by all amateur cyclists and cycling clubs as controlling the road sport.

AT NEW BEDFORD OPENING

FRANK CORRY, the Australian, won the opening paced race of the season at the New Bedford Cycledrome, Monday night, May 22. Corry beat Frank Keenan, Revere, and Champion George Chapman over the 25-mile route in 34:53. Tommy Fitzsimmons, East Orange, won both professional sprint races, and Albert Crossley, Bristol County champion, took both amateur events. Summaries:

Two-Lap (2/7-mile) Novice—Won by Bruno Dian, New Bedford; second, Armand Belanger, New Bedford; third, Gene Duffy, New Bedford. Time, 37 seconds.

One-Mile Handicap, Amateur—Won by Albert Crossley, Jr., scratch; second, Romeo Goddu, 20 yards; third, C. Proccini, 35 yards; fourth, Frank Franzini, 15 yards. Time, 2:20.

Two-Mile Open, Amateur—Won by Albert Crossley, Jr.; second, Leonard Harten; third, Frank Franzini; fourth, George Angell. Time, 4:46.

Three-Mile Open, Professional—Won by Tommy Fitzsimmons; second, Vincent Markey; third, Joe Reeber; fourth, Frank Depanni. Time, 6:05 1-5.

Four-Lap (4/7-mile) Handicap, Professional—Won by Tommy Fitzsimmons, 10 yards; second, Frank Depanni, scratch; third, Vincent Markey, 30 yards; fourth, G. Proccini, 50 yards. Time, 1:09 4-5.



Action in match races at the Newark Velodrome last Sunday. Left, Arthur Spencer leading Frank Kramer into back stretch in first heat of their match. Center, Harry Kaiser, Goulet (on pole) and Hans Ohrt in first heat of their match. Right, Kramer taking Arthur Spencer in second heat of their match

KRAMER DEFEATS A. SPENCER

FRANK L. KRAMER, the champion, won from Arthur Spencer, his great rival on the cycle track, in a match race at the Newark Velodrome on Sunday, May 21. Kramer defeated his rival in two straight heats of a mile match, the first heat being very close, Kramer just getting the judges' eye. The second heat was a more decisive win for Kramer, the latter taking Spencer from in front, the latter not being able to beat Frank up the final straight.

Orlando Piani, the Italian, scored a decisive win in a match race with Ray Eaton and Willie Spencer. Piani won two straight heats, Eaton getting second in each heat.

A third match was between Alfred Goulet, the localite; Harry Kaiser, New York, and Hans Ohrt. In the first heat Kaiser won with Ohrt second. The second heat saw Kaiser hook Goulet in the last turn and the heat was ordered re-run, Goulet winning in the restart with Kaiser second. In the third heat the finish was the same as in the second.

Jake Magin and Willie Hanley captured a two-mile tandem open by the fine display of riding. Gus Lang and Alfons Verraes were second and John and Menus Bedell were third. It was the first tandem race on the program for the year and it was a fine contest.

A field of about 30 riders started in the ten-mile open, which was paced by ten riders. Seven riders were left at sprinting time. Alfred Grenda, Willie Hanley, Reggie McNamara, Aleck McBeath, Cecil Walker, Ray Eaton and Alfred Goulet was the order two laps from home. Walker pulled Eaton and Goulet to the front and Ray won with Goulet second.

Fred Spencer, the young Plainfield amateur, and Charles Levine, who hails from Worcester, Mass., were the winners of the amateur events. Fred Spencer out-rode all the other finalists in the Australian pursuit race, Spencer passing Willie Beck, his last man, at 2 miles and 800 yards. Summaries:

Half-Mile Novice—Won by Frank Impertico, Plainfield; second, Jack LaMaire, Plainfield. Time, 1:03. Herbert Gothie, Newark, finished second, but was disqualified for coming through on the pole.

Half-Mile Handicap, Amateur—Won by Charles Levine, Worcester, 60 yards; second, John Patrick, Newark, 95 yards; third, John Otto, Newark, 40 yards; fourth, Ray Vanbent, Newark, 70 yards. Time 55 2-5 seconds.

Australian Pursuit Race, Amateur—Won by Fred Spencer, Plainfield; second, Willie Beck, Newark; third, Frank Bartell, Newark; fourth, Anthony Attardi, Brooklyn; fifth, Charles Levine, Worcester; sixth, Willie Grimm, Newark. Time, 5:25 4-5. Distance, 2 miles and 810 yards.

Half-Mile Handicap, Professional—Won by Charles Jaeger, Newark, 70 yards; second, Aleck McBeath, Australia, 15 yards; third, Willie Hanley, San Francisco, 15 yards; fourth, Tommy Smith, Irvington, 60 yards. Time, 52 seconds.

Two-Mile Tandem Open, Professional—Won by Jake Magin and Willie Hanley; second, Gus Lang and Alfons Verraes; third, John and Menus Bedell; fourth, Willie Spencer and Charles Osterritter; fifth, Bill Erskine and David Lands. Time, 3:55 2-5.

Ten-Mile Open, Professional—Won by Ray Eaton, Newark; second, Alfred Goulet, Newark; third, Reggie McNamara, Australia; fourth, Alfred Grenda, Australia; fifth, Aleck McBeath, Australia. Time, 19:32 2-5.

HIGH WHEEL TO NEW YORK

DOES bicycling keep a person in good physical condition? John J. James, a veteran 59-year-old cyclist, is sure it does and to prove his statement will attempt to ride from Boston to New York this Summer on a high wheel of other days, without making any stops for sleep. He expects to reach his destination 248 miles distant within 60 hours after leaving the Hub. Mr. James will start on the ride Friday, June 30.

"Although past the age when Dr. Osler said men should be chloroformed, I don't need any yet," said Mr. James as he was preparing to mount his old "highboy" on which he is practising daily for the Boston to New York stunt.

"I ride at least five miles a day," he added, "and having ridden a bicycle steadily since 1884 am convinced that it is an ideal form of exercise. I am in fine physical condition as the result of riding. Last season I rode 1157 miles on my high wheel which was bought in 1890 and is as good today as when I bought it. It costs me only 20 cents a year for oil. There has been no other expense attached to it. Last season I rode five centuries on the old 'highboy.' While making one of them to Providence and return I met a chap who was cycling to New York on a modern wheel and if I had the time then I would have gone through to the Big Town with him.

Mr. James recently won first prize for perfection in riding a high wheel at the third annual social bicycle run of the Boston Evening American and met Mayor James M. Curley at that time. Mr. Curley will start him on his way in front of Boston City Hall and will give him a letter to convey to Mayor Hylan of New York."

HELP THE POPPY DRIVE

ATTIRED in a nifty knicker suit trimmed with red poppies, Miss Geraldine Wyman, the 18-year-old Fitchburg girl, who won a first prize in the Boston Evening American's recent social bicycle run, is riding about the streets of Boston helping make the "Poppy drive" of the Veterans of Foreign Wars a success.

The bicycle on which she rides is gaily decorated with the same variety of flowers. The poppies used for decoration of suit and machine were made in France and are replicas of those that bloom on the graves of brave men who fell for the cause of freedom.

The "Poppy drive" takes place Friday and Saturday, May 26 and 27. Hundreds of pretty girls will offer silk poppies for sale on the streets and the proceeds will be used to buy comforts for disabled war veterans in hospitals and necessities for their dependents at home. It will also be used to aid widows and orphans of men who are sleeping beneath the poppies that bloom in France.

This use of the bicycle to help boost the poppy drive has been of great value as the sight of Miss Wyman passing put the thought of buying poppies into the minds of thousands of persons.

MIQUEL SHOWS THE WAY

JULES MIQUEL, the Frenchman showed the way home to Vincent Madonna, the Providence Italian, and George Wiley, of New York, in the opening paced race of the season at the Revere Beach Cycle Track on Saturday night, May 20. The distance was 25 miles and Miquel, who took the lead at about 17 miles, won in 35:16 2/5, Madonna running second in the event.

Victor Linart, the world's paced champion, gave a two-mile exhibition. Willie Keller, the Newarker, captured both the pro. races, the half-mile handicap and the five-mile open. Summaries:

Half-Mile Handicap, Amateur—Won by Frank Hughes, 45 yards; second, George Carmody; third, Bert Carmody. Time, 1:01 4-5.

Miss-and-Out, Amateur—Won by Leo Maggoli, East Boston; second, Bert Carmody, Charlestown; third, John Gallo, Boston. Time, 5:05 4-5. Distance, 2 1-6 miles.

Half-Mile Handicap, Professional—Won by Willie Keller, Newark, scratch; second, Frank Cavanagh, Newark, 20 yards; third, James Cobert, Newark. Time, 59 seconds.

Five-Mile Open, Professional—Won by Willie Keller, Newark; second, Frank Cavanagh, Newark; third, James Cobert, Newark.

Half-Mile Novice—Won by Al Keith; second, Walter Hanson. Time, 1:10 1-5.



John J. James, who will ride from Boston to New York on his high wheel

ACME RACE DUE SOON

THE Acme Wheelmen of New York, one of the largest cycling clubs in the East announce their eleventh annual bicycle road race to be called the Concourse Cycle Classic. It will be held on the center roadway of the Grand Concourse which has just been paved, starting at 163rd street, going north to Field Place, and return two laps, making the 10 miles. The race will be held on June 18, starting at 9:30 a. m. sharp.

The club eclipsed all records in entries in its race held last year when 228 riders sent their entry in. The committee is working hard to beat this record, which is the best entry in the present era of cycling. An attractive prize list is now being collected and by the time of the race is expected to be one of the best ever offered in this section. All the merchants throughout the city are being canvassed for donations of prizes. The entry blanks are now out and are coming in fast. The prize list will be announced from time to time, the full list being announced before the entries close so that all cyclists will know what they are competing for. It is expected to have several bicycles up for place and time prizes.

The race will be open to all riders registered with the Amateur Bicycle League of America, Inc., under whose sanction the race will be held. For entries and particulars write to Frank Hawk, 610 E. 182d street, New York.

RACING BOOKLET IS READY

EXECUTIVE SECRETARY H. J. MCCARTHY of the Cycle Trades of America, Inc., announces that the new booklet on racing is ready for distribution.

If you are interested in learning how to promote a bicycle race or stage a parade, this booklet will tell you.

Frank L. Kramer, America's greatest athlete, tells the riders how they should train for a race.

If you want to hold a secret time run, a social run, or a century run, you will get full information in this booklet.

If you would like to know how to pull off a hare and hound chase, play bicycle polo, or conduct home-trainer races, this booklet has all the dope for you.

If you want to know how to take care of your bicycle the way a bicycle should be taken care of, or if you want to know how to gear a bicycle, complete information is contained in the booklet.

This booklet is worth its weight in gold, and every one interested in any of the foregoing had better write to Mr. McCarthy at 35 Warren street, New York, for a copy as the supply is limited and the old adage "first come, first served" will be in force.

The Booklet Will Be Sent Free of Charge on the assurance that it will be kept and used to good advantage and not thrown away after reading it merely to see what it has to say.

ON THE BELL LAP

Live Comment on Current Cycle Happenings

By Walter A. Bardgett

ERNEST KAUFMANN, the Swiss, met Francesco Verri, Italy's star sprinter, and Bob Spears, the elongated Australian, in a match race at Zurich, Switzerland, Sunday, May 7, and Kaufmann won all three heats with Verri second in each.

The race committee in charge of the "Coney Island Classic," to be run by the Empire City Wheelmen over the Ocean Parkway, Decoration Day, wish that it be known that the race is scheduled to start at 9:30 A. M., and it will be started on time. Prospective starters are urged to be at the starting place on time.

Frank Cadwell, manager of the New Bedford Cycledrome, says he thinks he has a "find" in Albert Crossley, Jr. Young Crossley won both amateur races at the opening meet at that track. Tommy Fitzsimmons, an early-season performer at the Newark Velodrome, also won a "double," Tommy taking the two pro. races. Newark performers will win most of the money up in New England this season.

A new track was opened at Geneva, Switzerland, on Sunday, May 7, and Mario Bergamini, the Italian, won the first match by beating Thorwald Ellegaard, the Dane, and Victor Dupre, the Frenchman. Ellegaard won the handicap on the same card and Bergamini was second. Paul Suter, the Swiss, won the paced event from Henry Fossier, France, and Georges Colombatto, the Italian, who is to race in this country this season.

Ernest Ohrt, the 'Frisco ankler, writes to say that some of the professional road riders in Europe will make plenty of money this year. Two big road races are on schedule for each Sunday. Road riders in Europe make as much as the track stars if not more. Ohrt also tells of winning a 75-kilometer (46.6 miles) team race at Nice, France, on May 7, with Broccardo as his team mate. The race was ridden along six-day lines and eight sprints were contested, Ohrt winning five of them. Ohrt and his mate along with Baldin and Sauvan lapped the field. Ernest says he has three months' work ahead of him.

A tract of land near Summit, N. J., of about 10,000 acres was dedicated on Friday, May 19, as Batchelder Park, in memory of the late Amos G. Batchelder, the former head of the National Cycling Association and of the A. A. A., who met his death when an army ambulance crashed to the ground near Indian Head, Md. Part of the property was the home of Mr. Batchelder and is now occupied by Mrs. Batchelder and their daughter, Miss Flora Batchelder. The land was dedicated by Miss Marion Spooner, the 17-year-old daughter of F. Ed Spooner, old-time racing scribe and secretary of the Old Timers' Club of the automobile trade.

Worth Mitten's "comeback" is in pieces. Not that the Iowa rider has abandoned his attempt to return to the game, but that parts of his outfit are arriving at the Newark Velodrome and the intrepid "come backer" is due this week. Mitten has written about his progress and his accounts of

his trip overland reads like the diary of a prospector. He and Russell Lange got away from Davenport and the first day out they had rain aplenty with the mud that goes with the rain. Cement roads were enjoyed across Illinois. They did 166 miles on Sunday, May 14, and 135 the following day. Mitten broke the bottom tube on his frame while ploughing through some gumbo and he had to detour to Detroit to visit Mike Debaets and Mike put a new "pipe" in. He broke his frame 20 miles west of South Bend, Ind., and with the aid of a wooden stick and some hay wire he got to South Bend, after "hipping" a few Ford tourists. When the roads are good Mitten and Lange "dash 'em off." They did 100 miles in 5 hours and 25 minutes. Not bad for an old man. Mitten says he is in very good shape and don't seem to tire a bit. From Fremont, O., Mitten sent an S. O. S. for an umbrella. Last Wednesday, Thursday and Friday it rained and RAINED. "Mitt" says he never saw so much rain since the deluge. Mitten has discovered something on this trip. He says many of the old fellows are slipping because they need a lot of work. Don't know whether it is lack of work or too much work, but there is no denying some of them are slipping. The last "wireless" received from Mitten gave his location as "Near Buffalo." He said that he was just beginning to hit good roads and he expected to tear right along towards New York and Newark.

By winning the second race of the sprint championship series now being contested in France, Gabriel Poulain, a former French and world's title holder, is now tied with Maurice Schilles, each having scored 15 points in the two races contested to date.



Pierre Sergent, the French sprinter, who is due to show the fans on this side of the Atlantic just how good he is

The second of the French title races was contested at the Velodrome Parc des Princes, Paris, where the first event, which was won by Schilles with Poulain second, was conducted. Schilles and Poulain met in the final of the second race and Poulain won by 15 centimeters (about 6 inches) and doing the last 200 meters in 12 2-5 seconds. In the race for third place Pierre Sergent won from Lucien Louet. In the heats Schilles beat Devoissoux; Poulain won from Trouve; Joe Peyrode won over Villepontoux; Marcel Dupuy defeated H. Martin; Pierre Sergent won from Baron and Texier beat Rohrbach. Devoissoux won the repechage from Rohrbach. Schilles won the first semi-final from Texier. Louet beat Dupuy in the second. Sergent won over Devoissoux in the third and Poulain accounted for the fourth over Peyrode. Schilles won the first grand semi-final, beating Louet, while Poulain won over Sergent in the second. The standing in points after the second race after Poulain had beaten Schilles in the final for winners of grand semi-finals and Sergent beat Louet in the race for second men in grand semi-finals was as follows: Poulain and Schilles, 15 points; Peyrode, 6; Dupuy and Louet, 5; Sergent and Texier, 4; Paul Didier, Rohrbach and Devoissoux, 3 points; Villepontoux and Martin, 1 point. Sergent is due to race in America this season and it is doubtful whether he will finish out the French championship series before he sails for this country.

After a lapse of a good many years New York City is to have a bicycle track. Since Ambrose Park, Manhattan Beach and Berkeley Oval became but memories Father Knickerbocker and all the little Knickerbockers had to journey over to Newark, N. J., to pay a visit to the Velodrome over in that Jersey metropolis if they wished to enjoy cycle racing, or else await the staging of the six-day racing at Madison Square Garden. The New York Velodrome, located at 225th street and Broadway, will open for the season on the night of Decoration Day with a mixed card of professional and amateur sprint races and a 25-mile motor-paced race. The new track is now completed and riders that have tried it out say it is a great place for anklng. A seating capacity of 16,000 is promised the fans and the racing can be seen from any part of the enclosure. The features on the opening program include a sprint match between Bobby Walthour, Jr., and Jake Magin; a three-cornered match between Ray Eaton, East Orange; Orlando Piani, Italy, and Alfred Goulet, Newark, and a 25-mile paced race between Jackie Clark, the former sprinter who is making his debut in the paced game; Percy Lawrence, the San Franciscan, and George Colombatto, the Italian. The other professional events include a five-mile open and a handicap. The amateurs will strive for an automobile as first prize in the two-mile handicap. Two other amateur events are listed. The New York Velodrome should do very well. Paced races with the best paced riders in the world as contestants should draw the people and while Newark-ers lean towards sprints there will be a number that will journey over to the Manhattan course to look the motor-followers over. It should be a great season.



Boys' Day in Philadelphia. Left, one of the several radio outfits in the bicycle section of the parade. Right, some of the paraders

Boys' Week in Philadelphia

SATURDAY, May 13, was the opening day of Boys' Week at Philadelphia and the most remarkable of Philadelphia's many parades was that which swept along Broad St. from Girard Ave. to Federal St. in which thousands of Boys marched to the tune of 50 bands of music in honor of the opening of "Boys' Week."

Philadelphia has witnessed many pageants and processions, but none so unique and inspiring as this one. With a few exceptions, every marcher in line was under 18 years of age, and all of male gender. A vast majority were even younger, ranging down to tots of five and six who tramped as proudly as their slightly elder brothers.

More than 100,000 people witnessed the parade—a remarkable crowd in the fact that it was devoid of its usual lively element—the small boy. Young America was not watching the turnout. Young America was the turnout itself.

Ten divisions with many sections to each, made up the line, but it was up to the last division, No. 10, with four sections to create a demand for something in the minds of the youngsters that would last for some time and that was the Good Old Reliable Bicycle, something that every youngster craves. In this division there were over 1,500 boys on decorated bicycles, some unique in design, while others were gotten up in a scientific way, several of them being rigged with complete Radio sets in communication with nearby broadcasting stations.

Fred St. Onge, on his high wheel, acted as Marshal of this division. George W. Harley, president of the Quaker City

Cycling Ass'n.; W. L. Zimmerman of Broadway Cycle Co.; F. A. Bonanomi and Henry States of Edwards Crist Co., and Walter Yarwood, secretary of the Quaker City C. C., acting as Aides. It might be said right here, there is no greater booster for the cycle trade in the country than George W. Harley. He promotes races of a high degree and has developed some fine race riders in Philadelphia. He builds and loans to dealers an elegant set of rollers for exhibition riding and he is always willing to do anything for the good of the sport. A real fellow and a real cycling enthusiast.

The Cycle Trades of America were responsible to a certain degree for the success of the parade held here today inasmuch that they furnished the services of Fred St. Onge to work with the committee on Boys' Week to arrange for the bicycle division. St. Onge enlisted the co-operation of the following houses to this extent, prizes for the best decorated wheels in line were contributed as follows: Six high-grade bicycles by Haverford Cycle Co., Broadway Cycle Co., Edwards Crist Co., Simmons Hdw. Co., Edward K. Tyron Co., Supplee-Biddle Hdw. Co. Four of the above were awarded in the bicycle division, two being furnished to other divisions in line. The New Philadelphia Sporting Goods Co. (Nat Feldstern and J. E. McKusker) donated a complete Radio Set. Three pairs of tires by Pennsylvania Rubber Co., Edwards Crist Co. and J. M. Rose. Two Electric Lamp outfits, two Saddles, and two Klaxon Horns by Keystone Cycle & Supply Co., Chas. Van Doren, Manager. Solar Lamp by Hoffman Cycle Co. and Three Medals by the Cycle

Trades of America. The Broadway Cycle Co. carried special advertising in the daily papers besides mailing 1,000 postal cards to their riders. The Haverford Cycle Co. carried special advertising for the event. The bicycle division instead of disbanding with the others rode out to Passayunk Square where the prizes were awarded before a big gathering of people. Geo. W. Harley, W. L. Zimmerman, F. A. Bonanomi, Henry States, Edw. O'Rourke, Walter Yarwood and Fred St. Onge acting as judges. This was the biggest bicycle parade ever witnessed in the Quaker City. Fred St. Onge has been obliged to cancel his weeks in Pittsburgh and Dayton on account of illness.

BUFFALO RACES UNDER C. W. A.

Buffalo, N. Y., bicycle racers will ride under the auspices of the Canadian Wheelmen's Association this summer. The track on which the Bison City artists will ride is at Erie Beach, Fort Erie, Ont. The Canadian Wheelmen's Association is issuing sanctions for bicycle meets to be conducted there by Buffalo boosters and the C. W. A. is co-operating to the extent of distributing entry blanks among Canadian bicycle clubs. The first meet is scheduled for May 30.

RUNS BICYCLE NEWS COLUMN

A Wilmington, Del., paper runs a Bicycle News column, which contains much valuable information for the cyclists. All the cyclists are interested and the idea might be copied in other cities. Call on your local paper and see if you can put over the idea, Mr. Dealer.

Activities Among the Amateur Cyclists and Clubs

ORIOLE CITY RIDERS WIN

BALTIMORE, MD.—Sweet revenge was the dish served up to the Baltimore racing cyclists last Saturday at the Lake Clifton course when they met the racing men from Washington, D. C., in an inter-city race meet and evened the score for the defeats handed them by the latter in the last two meets. John Conover, the husky young Maryland State champion and champion of the Maryland Bicycle Club, who will appear at the Newark Velodrome this week, was the shining star of the meet and the big noise for the Baltimore lads, winning two of the three open feature events, the one-mile and the two-mile team match race. Conover's riding was sensational and gave Baltimore a majority of points over Washington, although Flatow, the Washington star, was a strong competitor and won the miss-and-out race after a long struggle.

Every open event was closely contested and spectators were treated to some rare sport. The riders watched each other very closely in the first event, at one mile, but Conover timed his sprint to perfection, and won handily, Zimmerman getting second and Flatow third. Time, 2:20. A big field lined up for the miss-and-out and it proved to be the hardest kind of a contest, owing to the big track, measuring seven-eighths of a mile. The field finally narrowed down to Flatow, Payne and Conover, and they finished that way in the last lap.

This made the score all even as between Baltimore and Washington, and it was decided to settle the matter by a two-mile team race, Conover, Mele and Zimmerman, of the Maryland Bicycle Club, representing Baltimore, and Flatow, Payne and Snouffer carrying the colors of the Capital City. The riders circled the course slowly for a lap and a half, but at a third of a mile to go Flatow started to unwind with the evident intention of wearing down Conover by a long sprint. It was nip and tuck all the way to the tape, with first one showing in front and then another, the four scoring points finishing only inches apart in a blanket finish, Conover leading Flatow and Payne, of Washington, across the line with Mele getting the point for fourth that insured victory for his team by a margin of 6 to 5.

A two-mile novice and a mile race for boys with heavy service wheels were also interesting, but the winner in each showed decided superiority over his fellow contestants. Earl Boone accounting for the novice honor, while W. Lewis won the boys' race. Mele, Zimmerman and Henkel did good work for the Maryland Bicycle Club, while Flatow, Payne and Snouffer easily led for the Washington Club. Bergan made the best showing of the Crescent Club riders. The summary: One Mile Boys' Race, Heavy Service Wheel—Won by W. Lewis; second, F. Mansur; third, B. Morrissey. Time, 3:48.

One Mile Open—Won by J. R. Conover; second, C. Zimmerman; third, G. Flatow; fourth, C. Payne. Time, 2:20.

Two-Mile Novice—Won by Earl Boone; second, P. Curtis; third, G. Marquardt; fourth, E. Briettner; fifth, R. Bingan.

Two-Mile Match—Baltimore vs. Washington. Time, 4:45—Won by J. R. Conover; second, Payne; third, Flatow; fourth, Mele. Time, 4:40.

Miss-and-Out—Won by G. Flatow; second, C. Payne; third, J. R. Conover; fourth, F. Dugan; fifth, J. O. Henkel.

FAST RACING ON COAST

San Francisco, Cal.—Some of the fastest bicycle racing ever seen in San Jose, Cal., was shown at the races of the Garden City Wheelmen, May 14. The course was the one-third mile track around the McKinley school. In the fifteen-mile race, E. Temple, of San Jose, negotiated the distance in 37:10. Temple had a two-minute handicap.

Second in the 15-mile event, N. Gorham, San Jose, 38:10-15, 21-2 minutes; third, Charles Moe, New Century Wheelmen, San Francisco, 37:10-2-5, 2 minutes; fourth, R. Collison, San Jose, 37:10-3-5, 2 minutes; fifth, A. Meranda (S. F.), 38:00; sixth, S. Waldorf (S. J.); seventh, A. Thompson (S. F.); eighth, M. Parks (S. F.); ninth, H. "Pop" Rhodes (S. F.). The other six contestants also made good time. Temple rode an Emblem wheel, Gorham a Pierce, Moe a New England, Collison an Iver Johnson, Thompson and Pop Rhodes a Pierce. This race was open to all amateur riders who were members of the Amateur Bicycle League of America.

In addition to the 15-mile event, there were sprint races, to decide the championship for San Jose, open only to residents of that city. They proved successful for the new "Emblem pair," as George Earl and Norman Hill are called amongst their associates, from their bicycles. Earl won his heat and Norman Hill won the finals. The

riders now acclaimed the fastest in San Jose are Hill, prize gold medal, R. Callison, silver medal, and Earl. Everyone was happy, including the San Franciscans, for Moe was only 2-5 of a second behind the latest time made by Temple, in the 15-mile race.

If Franz Liszt, noted composer, was right when he defined genius as: "The power of making sustained efforts," the New Century Wheelmen of San Francisco, are in the genius class. Their latest effort to make the Golden Gate Park Commissioners "shoo" the sheep off their stadium took the form of a committee, headed by Frank Drury, which made a personal call on Commissioner Humphrey. So much impressed was this commissioner by their arguments that he has promised them a macadamized course of a highly desirable nature, close to the baseball grounds. This will utilize part of the present stadium course. The Wheelmen will give their novice team races on June 11, and riders from the Garden City Wheelmen, San Jose, and probably others will participate.

AMERICA'S HOLD CLUB RACES

West Hoboken, N. J.—The members of the Century Road Club of America, met Sunday morning at the top of Weehawken Hill, at 8:15 a. m. Captain Gerard called time and the riders lined up for the ride up the boulevard, to Kelly Hill and down into Fairview, Ridgefield and to Grand Avenue, where the following Class A and B races were held:

Three-Mile Unpaced, Class A—Won by F. O'Shaughnessy, 7:20; second, H. Kuntz, 7:27; third, J. Rawlins, 7:28 1-5; fourth, E. Perry, 7:30 2-5; fifth, N. Smith, 7:37 1-5; sixth, D. Rawlins, 7:38 2-5; seventh, A. Everard, 7:52 3-5; eighth, R. Jones, 8:32 2-5.

Three-Mile Unpaced, Class B—Won by H. Felsing, 7:25 2-5; second, P. Schusztel, 7:35 1-5; third, H. Stock, 7:52 1-5; fourth, H. Hery, 7:55; fifth, T. Bigna, 7:55 2-5; sixth, F. Cifarili, 8:05 2-5; seventh, A. Cooper, 8:10 1-5; eighth, W. Leskin, 8:15 3-5.

Eight-Mile Handicap—Won by D. Rawlins, 2:30, 22:00; second, F. O'Shaughnessy, 15 sec., 21:39; third, A. Everard, 30 sec., 21:54; fourth, E. Perry, scratch, 21:25 2-5; fifth, J. Rawlins, 45 sec., 22:10; sixth, N. Smith, scratch, 21:57; seventh, H. Kuntz, 15 sec., 21:47.

Five-Mile Unpaced for Class B Novice Trophy—Won by H. Felsing, 13:32 3-5; second, T. Bigna, 14:02 4-5; third, E. Hery, 14:07 3-5; fourth, J. Dashowitz, 14:16 1-5.

Two-Mile Scratch for Class B—Won by P. Schusztel; second, E. Hery; third, H. Felsing; fourth, T. Bigna; fifth, H. Stock; sixth, A. Cooper. Time, 6:02 2-5.

Next set of club races will be held on Sunday, June 4. A number of club members will leave this Saturday for a four-day trip to Delaware Water Gap, and some will leave for Atlantic City to ride in a 25-mile race which will be held Sunday, May 28.

ISSUES ROAD RACE SANCTIONS

New York City.—The Amateur Bicycle League of America has issued the following sanctions for road races:

May 27—Santa Barbara, Cal.; Alameda, Cal.; Indianapolis, Ind.; McKees Rock, Pa.

May 28—Atlantic City, N. J.; Milwaukee, Wis.

May 30—Brooklyn, N. Y.; Chicago, Ill.; Chillicothe, Ohio; Colorado Springs, Colo.; Little Rock, Ark.; Long Beach, Cal.; Logansport, Ind.; Norwich, Conn.; Phoenix, Ariz.; Sioux City, Iowa; Boulder, Colo.; Pueblo, Colo.

June 8—Dallas, Tex.

June 10—Indianapolis, Ind.

June 15—Baker, Ore.

June 18—New York City, N. Y.

Y RUNS A GOOD CONTEST

Kingston, Ont.—The Y. M. C. A. held its annual spring bicycle road race as a feature of Bicycle Week, the winner being a dark horse in the person of Fred Smithers, who covered the hill and dale course in 32:21, or more than a minute ahead of Stan. Knox, the favorite. The race attracted a large crowd of spectators, many of whom followed the riders in motor cars over the whole course. The contest was a scratch race, the whole field being sent away together. The order of finish was: One, Fred Smithers; two, Stan. Knox; three, C. Knott; four, D. Gallagher; five, F. Wilson; six, J. Meredith; seven, E. Moncrief.

LARGE CROWD AT DALLAS

Dallas, Tex.—Large crowds lined the course of an 18-mile bicycle road race which was held at Dallas Sunday, May 14, under the auspices of the Busy Boys' Bicycle Club. J. C. Barnett, State bicycle champion, took both first and time prizes, finishing in 49:7. Fifteen boys took part in the contest. Prizes were furnished by the Cycle Trades. Officials of the race were: Harry C. Schnett, Thomas Pilkey, B. D. Cadwallader, Frank Nail, Sr., B. A. Dunn and R. C. Hawkins.

BOYS' WEEK AT BALTIMORE

Baltimore, Md.—Boy Week bicycle races held at Patterson Park Saturday, May 20, under the direction of Cyclist Bernard J. Logue, proved very interesting to the spectators, as the races brought out many youngsters who had never faced the starter's gun, and the juveniles put up a good race.

The riding of Robert Streb, on the high wheel, against Thornton Erdman, in the boneshaker pursuit race, was the work of three-quarters of a mile before he put his opponent out.

The star event was the exhibition pursuit race of five miles, limited between Washington and Baltimore. C. Payne and Gregory Flatow, representing Washington, John R. Conover, Justin Henkel and E. Boone, of the Maryland Cycle Club, riding for the Baltimore side. Although defeated, the riding of Conover pleased the cycling fans because he served them a good race.

Bernard J. "Boomp" Logue, Jr., broke his record for the 1/4-mile from 2:02 down to 55 seconds flat from the flying start, cutting one minute and seven seconds from his previous record two years ago. The summary:

One-Half Mile Boy Scout—Won by Clair Noppenberger; second, H. Rogers. Time, 1:34 2-5.

One Mile Boy Scout—Won by N. Janetzke; second, C. Sheldy; third, Chester Francis. Time, 3:25.

One-Half Mile 12 Year Olds—Won by Milton Bevan; second, A. Miller; third, H. Desort. Time, 1:42.

One Mile 15 Year Olds—Won by C. Sheldy; second, H. Kitz; third, G. Holler; fourth, C. Smith. Time, 3:23.

One Mile Novice—Won by John Nagel. Time, 2:54.

Exhibition pursuit between Washington and Baltimore, Five-Mile Limit—Won by Washington, C. Payne and Gregory Flatow, C. R. C. A.; second, John R. Conover, Justin Henkel, E. Boone, Maryland B. C.; distance, 3 3/4 miles. Time 10:55.

Tandem Pursuit between Clair Noppenberger and Bernard Ostendorf vs. Milton Bevan and Edward Smith—Won by Clair Noppenberger and Bernard Ostendorf; distance 1-4 miles. Time, 3:40.

Exhibition Race against time—By Bernard J. "Boomp" Logue, Jr., flying start. Time, 55 seconds.

ACMES RUN ON NEW ROUTE

New York City.—The Acme Wheelmen, of New York, held its weekly club race Sunday, May 21, over a new course, starting at the railroad bridge on Pelham Parkway, and going north to the city line, then returning to the starting point, two laps making 13 miles. A stiff breeze made it difficult for the riders on the return of each lap and held down the time.

The individual honors went to Fred Wolsin, who, after a layoff of three years, made a "comeback" which he intends to be permanent. He started from the three-minute mark and by his experience in the past brought home three other long markers by his coaching them during the race. In a spirited finish he nosed out William Corbett, who had the same allowance; James Seawell, 2:30, and Patsy La Penna, four minutes.

John Amabile, scratch, won the fast time honors, leading Hugo Schlesman for the prize. He covered the course in 33:44. Joe Schaefer, the other scratch man, was forced out of the race with a broken chain on the first lap.

Among the 24 starters was Edward O. Spillane, another old timer, who has been out of competition for eight years. After going one lap, in which he made a good showing, he retired, the pace being a little too fast. The finish is as follows:

Pos.	Rider	Hdcp.	Time
1	Fred Wolsin	3:00	35:40
2	Wm. Corbett	3:00	35:40 1-5
3	James Seawell	2:30	35:10 2-5
4	Patsy La Penna	4:00	36:41 2-5
5	Salv. Grasso	1:00	34:43 3-5
6	Theo. D. Schlesman	1:00	34:43 4-5
7	James Comerford	1:30	35:13
8	John Amabile	scr.	33:44 1-5
9	Geo. Cameron, Jr.	1:30	35:13 2-5
10	Hugo Schlesman	scr.	33:48
11	Wm. Schnabel	2:00	35:57

REORGANIZE CYCLE UNIT

Ottawa, Ont.—No. 2 Cyclist Company of the Corps of Guides, Canadian Army, has been re-organized under a general order of the Canadian Militia headquarters, Ottawa. The company will be established in Toronto. This unit raised a considerable number of cyclists for the Canadian Corps in France during the war and finally exhausted its personnel. The unit is now being reorganized under the command of Major E. V. McKague, M.C., and other officers include Capt. R. G. Saunders, M.C., Lieuts. C. H. S. Bell, W. A. Kyle, J. Butterfield, A. E. Jordan and P. Rodan.

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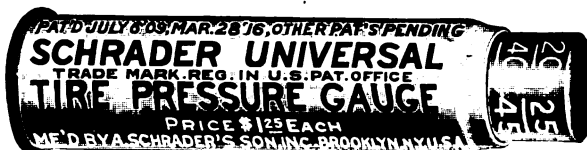


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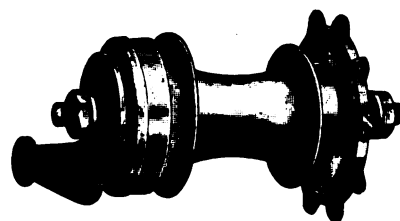
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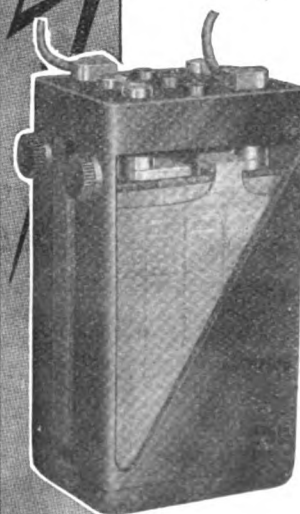
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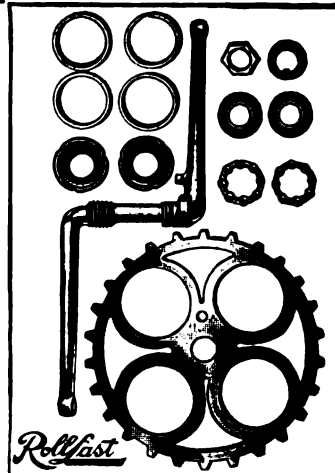
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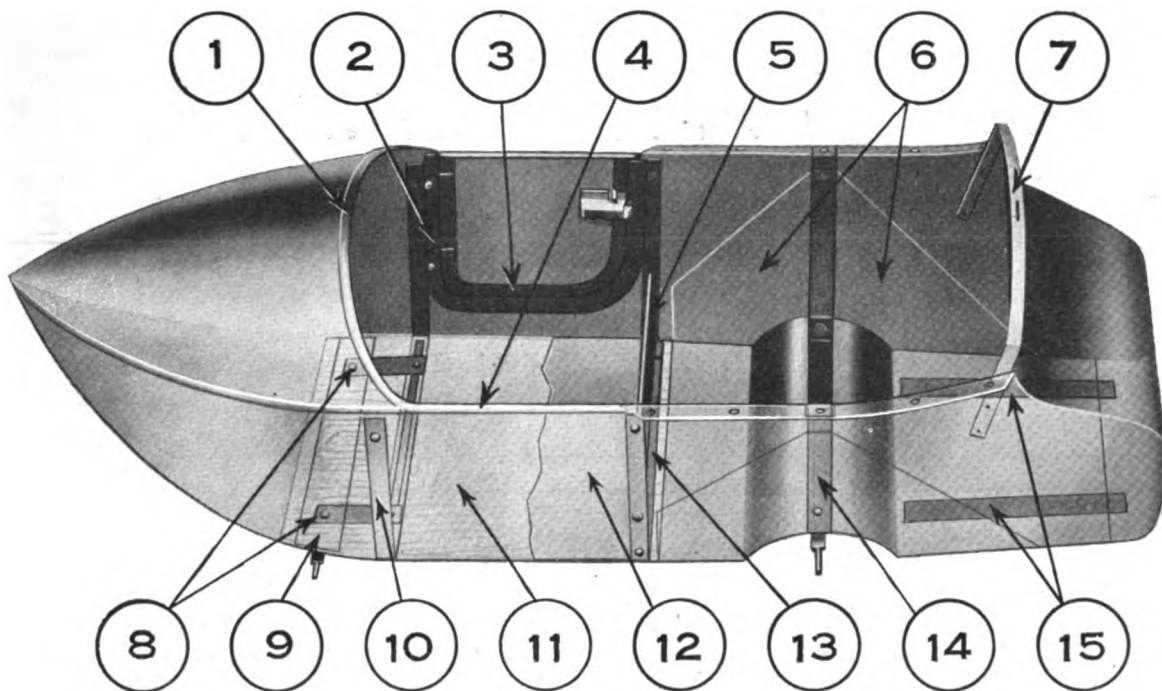
Fits all bicycles where a one-piece hanger can be inserted in the frame bracket. Not necessary to carry any extra cones, cups or other parts. Each hanger packed neatly in box containing all necessary parts for doing a complete and thorough repair that any dealer may be called upon to do. Cups, cones, washers, ball retainers, balls and bushings in outfit.

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15 *Extra* Strength Features to Look For in a Sidecar



1. One-quarter inch steel rod, inside of beading around cowl and sides of body.
2. U-Shaped steel strip, 1 by $\frac{1}{4}$ inches, reinforces sidecar door frame.
3. Steel strip, $\frac{3}{4}$ by $\frac{1}{8}$ inches, all around edge, reinforces and prevents door from buckling.
4. Stamped, rolled beading gives added strength and finish to body.
5. Sheet metal heel board, with $\frac{3}{8}$ inch rod incased at top and riveted at each end to sides of body, forms a ledge for seat cushion and a brace for sides of body.
6. Triangular 18 gauge steel reinforcement strengthens sides and prevents buckling.
7. Steel strip, $\frac{3}{4}$ by $\frac{1}{8}$ inches, around back of body, supports back rest cushion and provides firm base for lock.
8. Two tie-plates, 1- $\frac{1}{2}$ by $\frac{1}{8}$ inches, one near each side of body, connect spring support and body brace

(see No. 10). These tie-plates firmly secure spring support.

9. Steel plate, 3 by $\frac{1}{8}$ inches, excludes possibility of spring support wearing through floor of sidecar.
10. Steel band, 1 by $\frac{1}{4}$ inches, on both sides and across bottom, strengthens forward part of body.
11. Three-ply birch veneer floor (under linoleum) is placed over the metal bottom of sidecar to just beyond heel board.
12. First quality linoleum, laid over birch floor, is used for covering.
13. Sheet metal heel board is squared off at bottom and riveted to floor of sidecar.
14. Steel strip, 1- $\frac{1}{2}$ by $\frac{1}{8}$ inches, on both sides of body and over top of arch, with two rivets on each side and bottom, gives body extra rigidity.
15. Two steel strips, 1- $\frac{1}{2}$ by $\frac{1}{8}$ inches, brace floor of rear compartment.

What other sidecar offers all of these 15 extra-strength features you get in the Harley-Davidson Royal Tourist Sidecar at the low price of

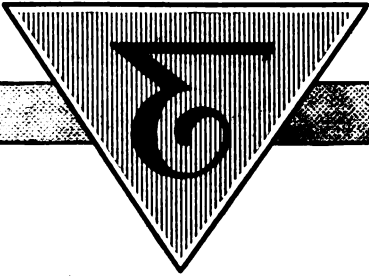
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Largest Producers of Motorcycles and Sidecars in the World

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9



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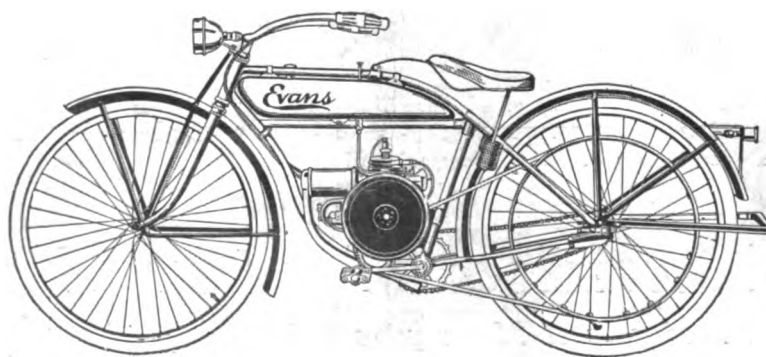
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As soon as you say the word, we'll send you the dope on our territorial franchise—how it can build sales and profits for you. But you must write or wire now. We can't hope to supply every dealer in the country and you don't want to be one of those left out, do you?

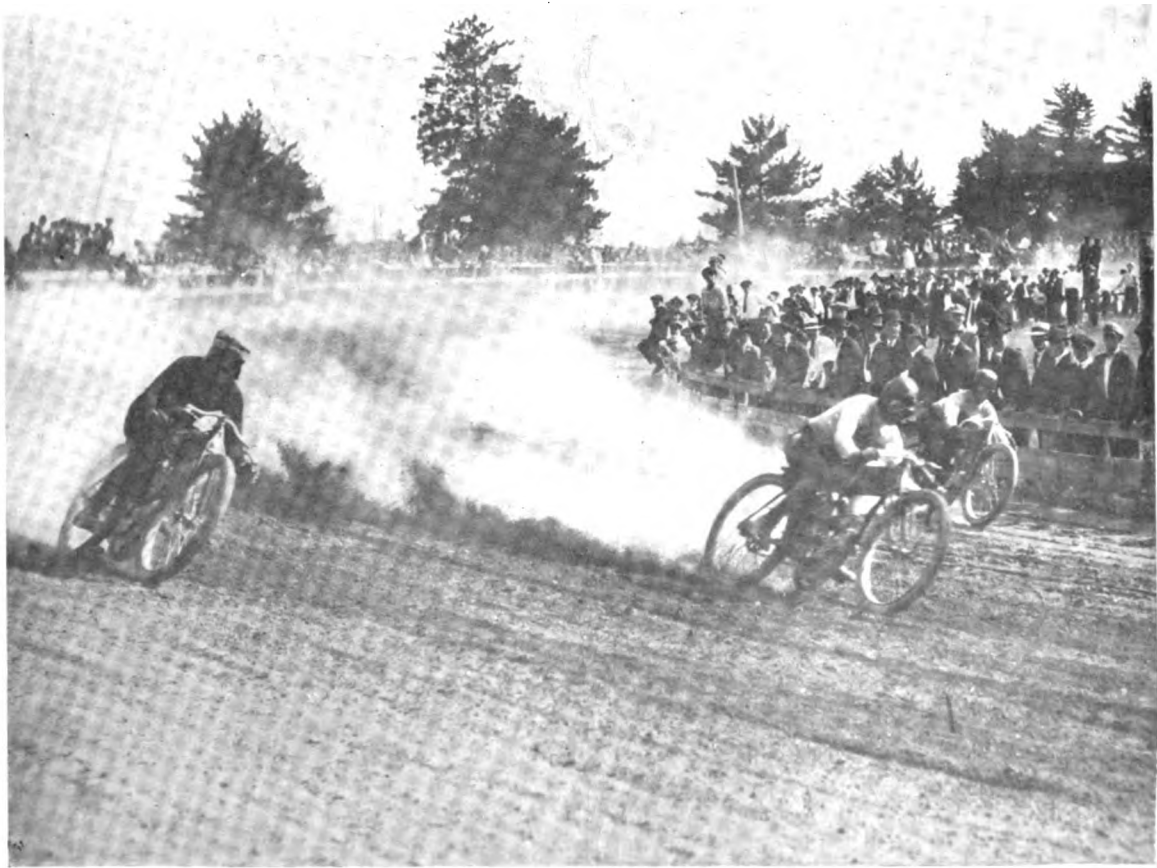
A wire or letter will do the trick

7-4
CYCLEMOTOR CORPORATION
ROCHESTER, N. Y.



67-9
Motorcycle & Bicycle
ILLUSTRATED

THE LARGEST CYCLING MAGAZINE



Kicking Up the Dust on the Turn



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EVERYWHERE the MORROW brake is known as a *superior* coaster brake, because of the definite advantages of its superior design. The MORROW design is right. These specific advantages make the MORROW popular with bicyclists and trade alike:

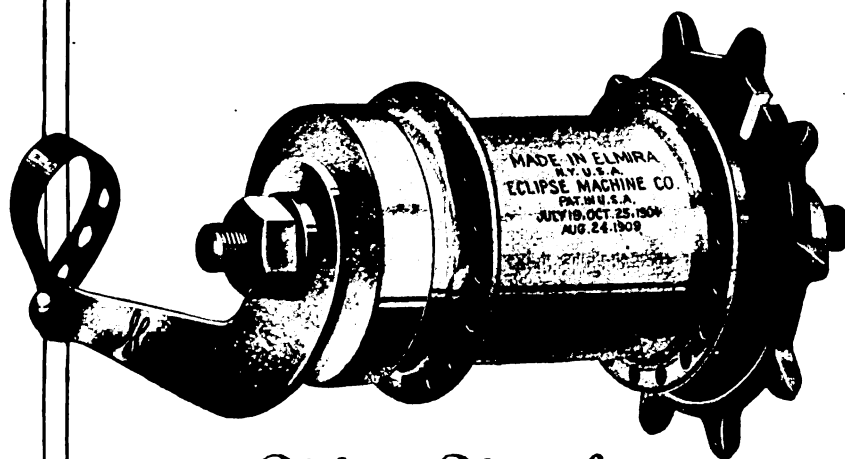
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2. *More Ball Bearings*
3. *The Slotted Sprocket*
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COASTER BRAKE
With the SLOTTED SPROCKET

ECLIPSE MACHINE COMPANY
ELMIRA, NEW YORK



Ride a Bicycle

Motorcycle & Bicycle ILLUSTRATED

Vol. 18

June 1, 1922

No. 22

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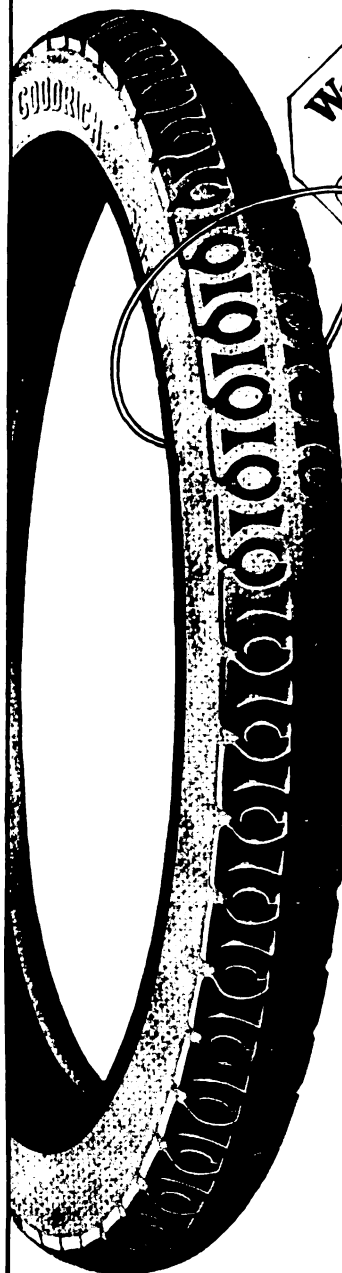
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TWO NATIONAL CHAMPIONSHIPS
ATLANTA GA. MAY 21, 1922

FIVE MILE SIDE CAR NATIONAL CHAMPIONSHIP

- | | | |
|------------------|--------|----------------------|
| 1- FLOYD DREYER | INDIAN | TIME: 4 MIN. 35 SEC. |
| 2- PAUL ANDERSON | ..... |  |
| 3- WOOTTON | INDIAN | |

TEN MILE SOLO NATIONAL CHAMPIONSHIP

- | | | |
|--------------------|--------|------------------------------------|
| 1- HAMMOND SPRINGS | INDIAN | TIME: 8 MIN. 34 $\frac{3}{5}$ SEC. |
| 2- NEMO LANCASTER | INDIAN | |
| 3- GENE WALKER | INDIAN | |

FIVE MILE SOLO

- | | | |
|--------------------|--------|------------------------------------|
| 1- HAMMOND SPRINGS | INDIAN | TIME: 4 MIN. 17 $\frac{2}{5}$ SEC. |
| 2- GENE WALKER | INDIAN | |
| 3- NEMO LANCASTER | INDIAN | |

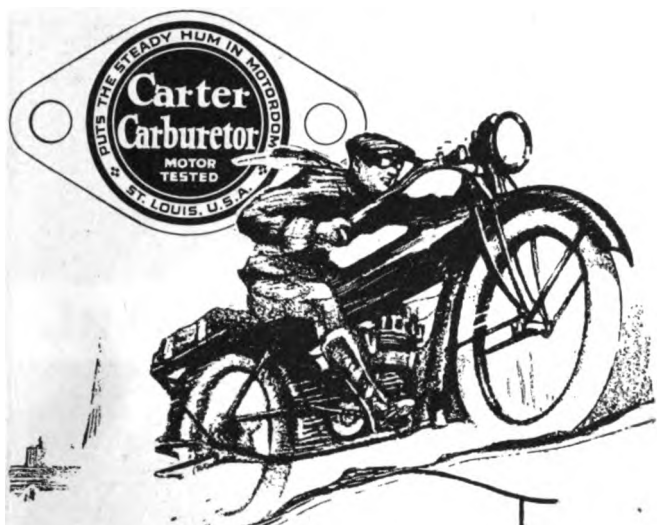
FIVE MILE SIDE CAR

- | | | |
|------------------|--------|------------------------------------|
| 1- FLOYD DREYER | INDIAN | TIME: 4 MIN. 36 $\frac{3}{5}$ SEC. |
| 2- WM. WOOTTON | INDIAN | |
| 3- PAUL ANDERSON | ..... |  |

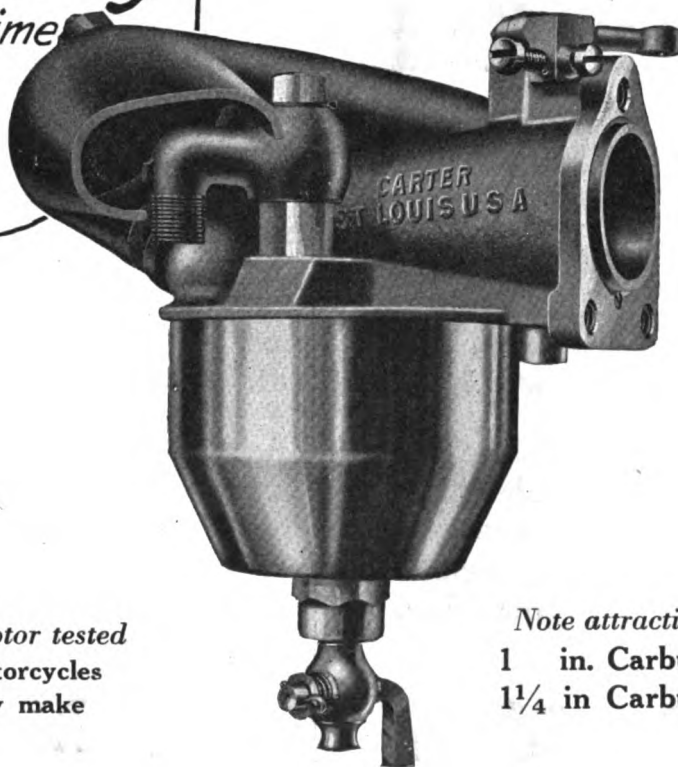
FIVE MILE SOLO

- | | | |
|--------------------|--------|------------------------------------|
| 1- GENE WALKER | INDIAN | TIME: 4 MIN. 21 $\frac{1}{5}$ SEC. |
| 2- HAMMOND SPRINGS | INDIAN | |
| 3- NEMO LANCASTER | INDIAN | |

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LARGEST MOTORCYCLE MANUFACTURER IN THE WORLD
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Speed!
When you want it
Power!
When you need it
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All of the time



*100% motor tested
 for motorcycles
 of any make*

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THE FAMOUS CARTER—pioneer plain tube carburetor for motorcycles—is sweeping ahead to its greatest year.

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Dealers: There's a profitable new service station plan; ask about it. Jobbers: your proposition is equally interesting; write or wire.

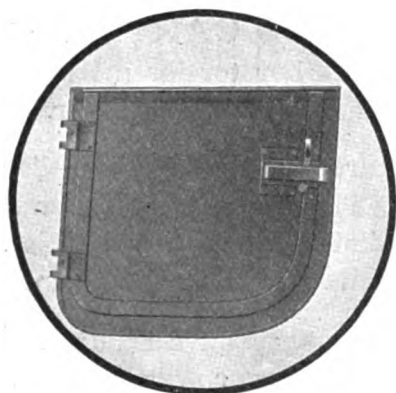
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The Carter Carburetor

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(This is the third of a series of talks on the Royal Tourist Sidecar)



Extra-strength, reinforced construction and a lock that *locks* are two important features built in the door of the new Harley-Davidson Royal Tourist Sidecar.



The Royal Tourist Sidecar is built for "Her"

The Harley-Davidson merchant in your city will cheerfully demonstrate the Royal Tourist Sidecar to you and "her." A new and even greater value at the new, low price—

\$115

She will be quick to notice and appreciate the new refinements built in the Harley-Davidson Royal Tourist Sidecar.

The improved door and the convenient door step, for instance, are refinements that will win her approval.

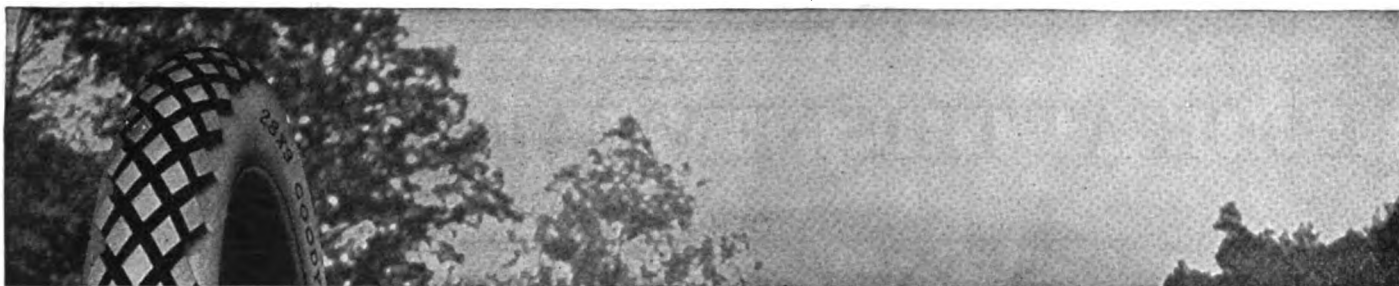
Take "her" along. Double your motorcycle pleasure, this year, with a Harley-Davidson Sidecar outfit or a Harley-Davidson Royal Tourist Sidecar, attached to your present machine.

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THE motorcyclist who rides on Goodyear Tires enjoys mile after mile of untroubled tire service. On the long trail of the Gypsy Tour, or on more frequent and shorter trips, Goodyear Tires carry rider and machine safely, comfortably, and economically.

Every experienced cyclist knows that the famous All-Weather Tread holds securely in all sorts of going, that this thick tread offers a stubborn resistance to wear or puncture, and that

Goodyear Tires are generously large to cushion the shocks of the road.

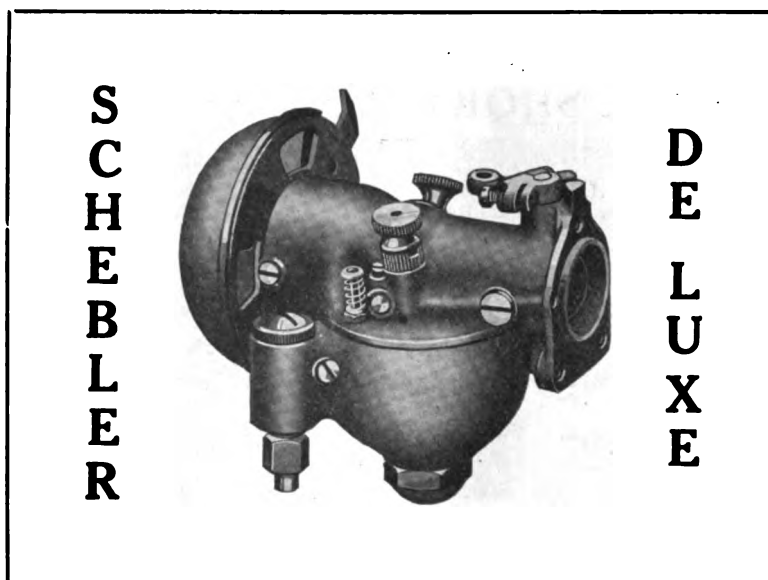
Because they last a long, long time it costs less to ride on Goodyears than on ordinary tires. Goodyear Motorcycle Tires are made of the same fine materials, with the same careful skill, and are as strong for their size as Goodyear Automobile Tires.

Keep Goodyear Motorcycle Tires and Tubes under you on all trips. Ask your dealer for them.

GOODYEAR

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SEE HOW STURDY IT IS IN CONSTRUCTION

The bowl is a heavy brass casting just like the smoothly finished body. The air horn is a very heavy aluminum casting and every other part is carefully made of substantial, serviceable material. The throttle has Monel bushings. It is made for exacting service and long life. And because it is a SCHEBLER you can be sure of getting from it the most wonderful kind of performance.

**Schebler Service Stations Are Now
Taking Orders for Delivery in June.
You Will Want One, of Course.
Better Place Your Order At Once.**

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VOLUME 18

Motorcycle & Bicycle ILLUSTRATED

New York, June 1, 1922



NUMBER 22

Bicycle Show at Atlantic City Next September

Tentative Program for Big Doings on Garden Pier

A SPECIAL committee consisting of E. J. Lonn, Great Western Mfg. Co.; J. P. Fogarty, Westfield Mfg. Co.; W. G. Schack, Emblem Mfg. Co.; A. P. Curtis, Iver Johnson Arms and Cycle Co., and Joseph Goodman, secretary of the Bicycle Manufacturers' Association, has been appointed to work with A. B. Coffman, who has been chosen by the association to manage the bicycle and accessory show and convention at Atlantic City, the week of September 11-16 inclusive.

The show will be held at the Garden Pier, located next to Keith's Theatre on the boardwalk, and which offers every convenience for a bicycle and accessory show.

It has been fully eight years since a similar show was held in the East, and Atlantic City in September should be a sufficient attraction to insure a large attendance of jobbers and dealers from the Eastern States.

The Atlantic City Convention and Publicity Bureau will co-operate with the Bicycle Manufacturers' Association in doing everything possible in making the exhibits and conventions a success.

The Atlantic City officials have offered the Amateur Bicycle League of America the option of three different courses on which to hold their championship races on September 16.

Manager Coffman will shortly send out diagrams showing floor space available for exhibition purposes.

At the last meeting of the association,

Tentative Program

Wednesday, September 13—Show open for jobbers only.

Thursday, September 14—Official opening of the show to jobbers, dealers, and the public. All Associations to hold meetings during the morning. At 4 p. m. and 8:30 p. m., polo and trick riding exhibitions.

Friday, September 15—Show open to jobbers, dealers, and the public. Trade Association dinner at 7 p. m. Polo and trick riding at 4 p. m. and 8:30 p. m.

Saturday, September 16—Show open to jobbers, dealers, and the public. National Amateur Road Championship Race at 3:30 p. m., and polo and trick riding at 4 and 8:30 p. m.

A. B. Coffman, manager of the Motorcycle & Allied Trades Association, was engaged as general manager. The association was fortunate in securing the services of Mr. Coffman for the reason that there is no individual in the industry who has had such an extensive experience in bicycle exhibits.

It is expected that the Cycle Trades of America, the Cycle Parts and Accessories, and the National Jobbers Association will hold their semi-annual meeting during show week.

In connection with the show, the Amateur Bicycle League of America will hold its National Road Championship Races on Saturday, September 16. This will be an additional attraction and one that will bring a large attendance to Atlantic City.

The Amateur Bicycle League of America has more than 6,000 active members and is represented in eighteen states. Preliminary races will be held in each district throughout the country, and the winners will meet again in the district championships, for which suitable medals will be awarded. Only the winners of the championships will be eligible to ride in the National Championships on September 16, and the winners will have their expenses paid from their homes to Atlantic City and return. Special railroad rates will be secured to Atlantic City, and the hotels will offer special rates to all those attending.



A. B. Coffman, who will manage the Bicycle Show on Garden Pier, Atlantic City, next September

22 Perfect Scores in N. J. Run

ALTHOUGH results have not been checked, it is assured from the contestant's route cards that twenty-two of the thirty-five motorcyclists who started in the New Jersey M. C. fifteenth annual endurance contest Saturday night finished with perfect scores.

An even dozen competitors saw their spotless scores bespattered, either hopelessly or sufficient to drop out of the 1,000 pointers class.

The route was dry and dusty, and cool weather prevailed during the 20 hours the contest was running.

William Mosher, Harley-Davidson sidecar, was forced out through an unusual accident twelve miles from the start. In Rahway, while rounding a turn at good speed, the rear chain snapped and wrapped around the frame, causing the outfit to upset. Mosher was scarred up about the face and sprained his wrists.

The first acceleration test was held just beyond Rahway and the course was fifty yards on brick pavement. Fast times were clocked by most of the riders, all of the solo riders making the short sprint in less than six seconds. Allan Hascall, Harley-Davidson, and Ernest Blauvelt, Indian Chief, were fastest of the sidecar contestants.

P. J. Faupel, Indian sidecar, checked out at the start, but was never seen after that. No one was late at Asbury Park the first check. The next jump was straight across state on gravel roads and all but Miss Francis Loeb, Indian sidecar; the plucky woman driver and Stanley Dowich, Ace., were on time there.

Daylight was with the riders after Trenton was passed, and the field was making good time, although the day was cool and the dew heavy.

A long stretch of fine Pennsylvania highway through Lancaster to Harrisburg was the next portion served the contestants. Many riders were ahead of time and if the man delegated to handle the secret check on this section had not been troubled with bad lights during the night, he would have established a check in time that would have caught many of the field more than a half hour ahead of time.

From Harrisburg the return was made over the smooth surfaces of the William Penn Highway through Reading, where a check was made by the Reading Motorcycle Club, and on the state line at Easton. Here roads began that were not so good. Bloomsbury was the last check before reaching Newark.

At Port Colden, the acceleration test was held on a cinder road, and times varied, some riders were faster than in the night, others were slower. Reggie Pink, who startled the riders last year



A flashlight of William Williams, Indian rider, who made a perfect score

when he shot his Reading-Standard over the tape with a variation of three-400ths of a second made even more amazing rides this season. The Bronx Kid made his two tests with a variation of but two-400ths of a second. Better than that seems impossible.

The riders were showing the strain of the long ride and several solo men wobbled as they left the mark. Mitchell, Ace and Rasmussen, Harley-Davidson, skidded completely around with the terrific wheel spin resulting from loss of traction.

The rest of the journey into Newark was disastrous for several. Boehm, Harley-Davidson sidecar, was forced out of the run less than 40 miles from the finish, when his coil went dead. Bud Hathaway, Excelsior sidecar, had three punctures twenty miles from the finish and arrived 50 minutes late. Robert Willard, Ace sidecar, winner of the Crotona 24-hour run, crashed into a wild auto, three-quarters of a mile from the finish and drove in badly battered 20 minutes late. His sidecar passenger, Harry Mason, has a split knee cap as a result of the collision.



Jack Neis, Harley-Davidson, caught by the photographer's flashlight leading a string of contestants at the night acceleration tests

Four sidecar crews rolled up to the starting line with cold cream smeared over their faces. The idea was to water proof the skin against the heavy night dews. We always thought an endurance rider could attract enough dirt without using grease to collect it.

The night acceleration test was held on brick pavement; the day test on cinders. Nothing intentional, only it is impossible to block off a highway for the use of acceleration tests. At that the cinder course of 50 yards proved to be faster than the brick. Four of the six winners rode faster in the daylight, and twenty-two of the twenty-nine finishers did likewise.

The Shebler De Luxe carburetor made a good showing in the run. Both Pink, Trade Solo and Blauvelt, Trade Sidecar winners, used the new job and recorded wonderful consistency in accelerations.

Albert Reyes has made good progress as a competition rider in less than one month. He won the novice solo price in the Crotona Run, then moved into the general class and turned up as high man in that class in the Jersey run.

Miss Frances Loeb tried hard to duplicate her perfect score ride in the Crotona, but was 30 minutes late in Trenton. She made up 22 minutes of this on the run to Philadelphia, the shortest distance between checks in the contest.

Jack Neis was lost in the wilds of central Jersey and rambled around for over an hour before he discovered Trenton. Then he decided the handicap was too much to continue.

Firestone tires were used by 20 contestants, Goodyears were on 10 and United States Traxions were used by four.

Provisional results which may possibly be changed in one or two instances follow:

Class Winners

Novice Solo—John Frank, Ace; 1000 points; acceleration variation, .4385 of a second; Firestone tires; Schebler carburettor.

Novice Sidecar—A. James Webb, Harley-Davidson; 1000; .497 variation; Firestone tires; Schebler carburettor.

General Solo—Albert Reyes, Ace; 1000; .2025 variation; Firestone tires; Schebler carburettor.

General Sidecar—Thos. A. McLaughlin, Harley-Davidson; 1000; .2125 variation; Firestone tires; Schebler carburettor.

Trade Solo—Reggie Pink, Reading-Standard; 1000; .005 variation; Goodyear tires; Schebler de Luxe.

Trade Sidecar—Ernest Blauvelt, Indian Chief; 1000; .0575 variation; Goodyear tires; Schebler de Luxe.

Solo Team Prize—A. Reyes, Ace, 1000, .2025 variation; J. Frank, Ace, 1000, .4385 variation; C. Bittner, Ace, 1000, .3880 variation; total 3,000, variation .9290 of a second.

Sidecar Team Prize—A. J. Webb, Harley-Davidson, .497 variation; Wm. Slack, Harley-Davidson, .3875 variation; Al Terpening,



R. S. Hoods, with C. W. Plass of the Ace factory as passenger. They made a perfect score

Harley-Davidson, .3875 variation; total 3000; variation 1.272 of a second.

General Scores					
	Mch.	Pts.	Night Test	Day Test	Var'n Secs.
Novice Sidecar					
Ed. Krom....H-D 1000	8.023		7.410		.613
A. J. Webb...H-D 1000	6.772		6.275		.497
Novice Solo					
John Frank..Ace 1000	5.462		5.024		.438
General Solo					
Albert. Reyes. Ace 1000	5.612		5.410		.202
L. W. Wintsch Ind 1000	5.660		5.375		.285
C. Bittner....Ace 1000	8.003		7.715		.288
V. Rasmussen H-D 1000	5.022		5.582		.560
General Sidecar					
T. McLaughlin H-D 1000	5.612		6.965		.212
Wm. Slack...H-D 1000	7.267		6.880		.387
H. E. Hill....Ind 1000	7.640		6.972		.667
Trade Solo					
Reggie Pink..R-S 1000	5.01975		5.01925		.005
E. De Simone..Ind 1000	5.96		5.722		.237
C. Mitchell....Ace 1000	5.337		5.792		.455
C. Capner....Ace 1000	6.077		5.290		.787
J. C. Cole....Ace 1000	5.842		5.014		.828
Chas. Bush...R-S 1000	6.740		5.460		1.28
Trade Sidecar					
E. Blauvelt..Ind Ch 1000	6.565		6.622		.0575
E. De Simone..H-D 1000	6.505		6.835		.330
Al Terpening..H-D 1000	7.267		6.880		.387
W. Williams..Ind Ch 1000	7.007		6.390		.617
A. Hascall...H-D 1000	6.860		6.022		.838
R. Woods. A-Gldg 1000	7.710		6.430		1.280
Other Team Scores					
Mixed Solo—R. Pink, R-S; V. Rasmussen, H-D; C. Busch, R-S, 3000 points, 1.885 seconds variation.					
Penn-Ace Solo—C. Mitchell, Ace; C. Capner, Ace; J. C. Cole, Ace; 3,000 points, 2.07 seconds variation.					
Jersey Ace Sidecar—R. S. Woods, Ace, 1000; H. J. Anderson, Ace, 989; R. Willard, Ace, 971; 2,960 points.					
Club Sidecar—T. McLaughlin, H-D, 1000; Dizzy Wops—L. W. Wintsch, Ind., 1000; W. J. Mosher, H-D, out; J. Boehm, H-D, out. Jack Neils, H-D, out; C. McEwen, H-D, out.					
Retired					
Wm. J. Mosher, Harley Davidson Sc., upset in Rahway; P. J. Faupel, Indian, Sc., crashed Perth Amboy bridge; J. McPherson, Harley-Davidson Sc., carburettor trouble, Trenton; Jack Neils, Harley Sport, lost way, 65 min. late Trenton; C. McEwen, Harley-Davidson, no report; P. Boehm, Harley-Davidson, generator trouble, Beattystown.					

Philadelphia; J. C. Cole came down from Reading and De Simone rolled in from Wayne, Pa.

Sidelights from the Noon Check

Reading, Pa.—Officially and technically speaking, there was no "noon control" on this run, as the folks who laid out the schedule made no allowance for such trivialities as food and drink, after allowing a pause of 30 minutes in Philadelphia early Sunday morning.

But the members of the Reading Motorcycle Club had a collective hunch that the sight of nourishment would not be without charm after a morning full of mileage, so Armour Anderson marshalled his forces and made provisions to gratify the inner man while the riders were in this locality. He had one club member haul a case of 100 sandwiches in his sidecar to the checking station, while another brought out a big can of hot coffee, another took cups and a quantity of loaf sugar, and so on, the members working with a will to have everything in readiness by the time the first endurance riders arrived.

The location of the Reading checking station had been well chosen for convenience and efficiency. Instead of at a downtown store or club room where dense traffic would have to be contended with, the check was planted at the approach to the Penn street bridge. A gasoline station was open for business a short distance up the street, so that all riders arriving ahead of time could turn in and fill up with fuel and oil before rolling on down to the "dead-line" where they were given sandwiches and coffee to occupy the remainder of their spare moments.

Those sandwiches, by the way, were real stuff, the kind that stick to the ribs. They had been built to special specifications furnished by Armour Anderson, and instead of the usual sliver-o'-meat-in-a-bun there was a generously-thick slab of succulent ham between two heavily-buttered slices of bread, and the way the riders devoured them was ample evidence of their appreciation.

The Ace riders in this run represented a diversity of localities. Two of them



Reggie Pink, Reading Standard, at left. Charles Cofner, Ace, right. Both were perfect and Pink was the star on the acceleration tests



H. E. Hill, Indian, who finished with a perfect score

were from Philadelphia. One hailed from Reading. One came from Trenton and others were from Newark and New York. Obviously it was no mere neighborhood affair.

Among the active workers who helped take care of the riders as they arrived was a delegation from the Reading Standard factory, including G. E. Atkins, "Bud" Eisenberg and George Eisenbise. They assisted in handling the checking sheets, helped pass around the sandwiches and coffee, and generally comported themselves in the manner that would do the most good.

The Reading enthusiasts who gathered about to see the endurance hounds check in, were particularly enthusiastic in their reception of the two contestants who entered from this city—Charles Cole, on an Ace, and Reggie Pink, piloting an R-S. The fact that someone from the "home town" is competing in any contest always adds immensely to the interest that the casual bystander takes.

The past performances of these two riders caused their work in this run to be viewed with particular attention. Pink had a remarkably consistent record for acceleration in last year's run, while Cole has been piling up much glory with his Ace in endurance events this spring, having already won perfect scores in the Wilkes-Barre run of the Reading Club and in the 24-hour grind of the Crotona Motorcycle Club.

Add another name to the list of big men in the industry who are honest-to-gosh active motorcyclists. General Manager C. W. Plass of the Ace factory, rode in this endurance run as passenger in the sidecar outfit piloted by R. S. Woods. He has had considerable practical experience as a motorcyclist before—he was a motorcycle dispatch rider in the army for some time during the war—but this was his first active participation in an endurance run. He was highly pleased by the experience, as it gave him several new angles on the sport, and he reported that the ride had proved substantially beneficial as a means of gaining first-hand in-

formation, as well as highly enjoyable.

Incidentally, he says he's going to write to Frank J. Weschler of the Indian factory, about it. A short time ago the two of them met at a trade gathering and Weschler told him enthusiastically of plans to do much practical driving with an Indian Princess sidecar outfit this summer. Now Plass states gleefully that he has stolen a march on his friend from Springfield, and that he intends to suggest that Weschler even the score by taking part in the Sectional Endurance Run at Syracuse, June 3-4th. The more this spirit grows, with the manufacturers actually using motorcycles as well as selling them, the better it will be for the sport and the industry. Wouldn't it be nice to see a "Manufacturers Team" entered in all the big runs, with W. G. Henderson and

C. W. Plass aboard an Ace outfit, Will Harley and Walter Davidson piloting a product from Milwaukee, F. J. Weschler and Ed Buffum (he used to perform valorously in the big runs of really-not-so-long-ago) with Wigman Pomes, Frank Schwinn carrying Gid Haines as sidecar passenger, and George Atkins with E. A. McGavin in a Reading Standard side car—boy, wouldn't the dealers and riders and general public all over the country sit up and give some attention to the performance of such a team as this? And from what those very riders have done at various times in the past and the pep that they still have in their systems, it's a safe bet that this "Manufacturers' Team" could hang up a consistency score that would hold its own in competition with the offering of most any of the snappy

younger generation that regard the glories of competition as being their exclusive property.

Gosh, looking over that last sentence sorta gives the impression that all the men of this proposed "Manufacturers' Team" are venerable old men with white whiskers, which of course they won't be for seventy or eighty years yet, at least. The point is that they have acquired the responsibilities that come with success and mature years, so that they cannot conveniently spare time for so much sport as the youngsters of the care-free, hard-ridin', chance-takin' types. But the more they *can* manage to mix into active participation occasionally, the more the spirit of the sport will improve and the stability of the industry increase.

Metropolitan Tour to Martin's Creek

Starting from Newark, N. J., Riders from this Section Will Take in Hill Climb Near Easton, Pa., for Their Gypsy Tour Outing

ALL Gypsy Tourmasters in the Metropolitan District will please get in touch with Mr. Cal Webber at 1790 First Ave., New York City; phone, Lenox 6430; who is arranging all details.

The plan is for all Gypsy Tours to meet in Lincoln Park, Newark, N. J., and tour from there to Martin's Creek, three miles from Easton, Pa., where the Triple City Motorcycle Club and the Tri-States Motorcycle & Athletic Club will jointly stage a Hill Climb. Armour Anderson of the Reading Motorcycle Club, Reading, Pa., will be the Referee in charge.

Gypsy Tours start from Fort Lee, 130th St., 42nd St., Desbrosses and Cortlandt St. Ferries at seven o'clock. There will be three men at each ferry to direct riders to Lincoln Park, Newark, where all converging Gypsy Tours will be combined, then tour in sections to Martin's Creek, Pa. Each section will be provided with a rider guide familiar with the roads.

Some party this will be and all Tourmasters please make your plans accordingly.

The dealers at Philadelphia are organizing a Gypsy Tour from that city to the Martin's Creek hill climb under the Motorcycle Club of Philadelphia. They propose to take more than five hundred on the tour.

That there will be *some doings* at Martin's Creek that day is an assured fact.

GORDON SCORES 'EM

E. K. Gordon, sales manager for the Ner-a-Car Corp. of Syracuse, N. Y., who is on a trip through New England will never know how fast his Neracar was traveling from Springfield to Hartford, though he tried hard enough to find out.

Gordon had dropped down to Thompsonville and his Neracar was "full of soup" so he let her out—listen to what he says:

"You know the Neracars are not equipped with speedometers so I have to guess at my speed, but I thought I would like to know the exact mileage.

"Driving beside the first automobile, I asked 'How fast are you going?'—The brakes set for I drew away from the machine like a shot. The next auto was no better—'Don't register' sung out the chauffeur and slowed down.

"A mile down the road I overtook a fine red Stutz—'How fast?'—'it's broken'—shouted the boy driver and he stopped.

"Then it dawned upon me—I was a new fangled cop on a new fangled machine or a hootch-hound or perhaps Moe Levy in disguise—at any rate I *must* be a cop to ask an auto for its mileage—so now I

know better—although four car owners know I will never find out."

GROVER C. ASH KILLED BY AUTO

GROVER C. ASH, of Rochester, N. Y., one of the best known and most successful motorcycle dealers in the East, was instantly killed Tuesday at Brockport, N. Y., when he stepped in front of a racing automobile. Ash was one of the most active members of the Rochester dealer's association and a pioneer booster of the Rochester Motorcycle club. He was one of the leaders in the plans for the National Motorcycle rally to be staged at Rochester the first of August. Nothing for the general good of the motorcycle or bicycle industry ever failed to get his hearty support. He held the Excelsior, Henderson and Evans Power Cycle agencies and carried one of the largest lines of bicycles in Western New York. His untimely death is a serious loss to the industry.

MINNICK STARS AT BALTIMORE

Baltimore, Md.—William Minnick, Indian, cleaned up in both solo and sidecar races on the half-mile track at the Gentlemen's Driving Park Tuesday. In the last race he lapped the field. The track was slow. Results:

5-mile sidecar—Wm. Minnick, Indian; Tom Conner, Indian; Oscar Siday, Harley-Davidson. Time 6:44 2-5.

5-mile solo—Minnick; J. H. Fisher, Indian; Bean, Indian. Time, 6:44.

10-mile sidecar—Minnick; Siday; Poetzold, H-D. Time, 13:45.

ELMIRA, N. Y., RESULTS

Elmira, N. Y.—C. Jones and his Harley-Davidson won all three of the races on the card at the fair grounds course. The first was for five miles and the time was 7:12 1-3. H. G. Coleman, Indian, got second place. The second race was between Jones on his motorcycle and Middy Smith with an aeroplane. Jones won the 3 miles in 3:07. Third event was a pursuit race. Jones was first. John Van Ince second and John Henry third. All rode Harley-Davidsons.



The late Grover C. Ash, Rochester dealer and enthusiast

WEEKLY WHIRL of WHEELS



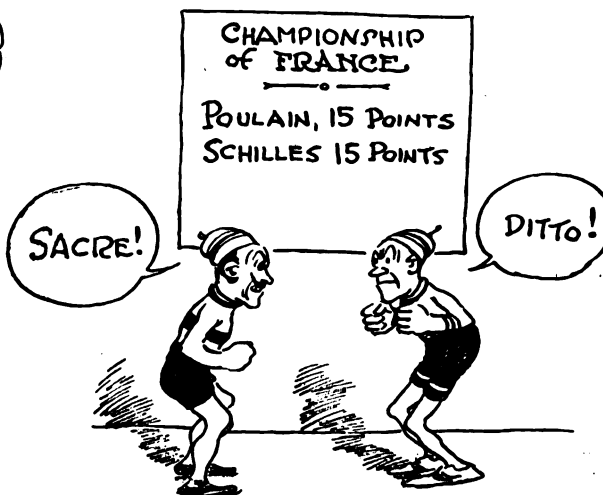
MILWAUKEE MOTORCYCLE DEALERS CO-OPERATING WITH THE "JOURNAL" INAUGURATE "GOOD FELLOWSHIP" TOURS. LOOKS LIKE A BIG HIT AND DEALERS IN OTHER CITIES MIGHT TAKE A TIP AND DUPLICATE THE MILWAUKEE STUNT



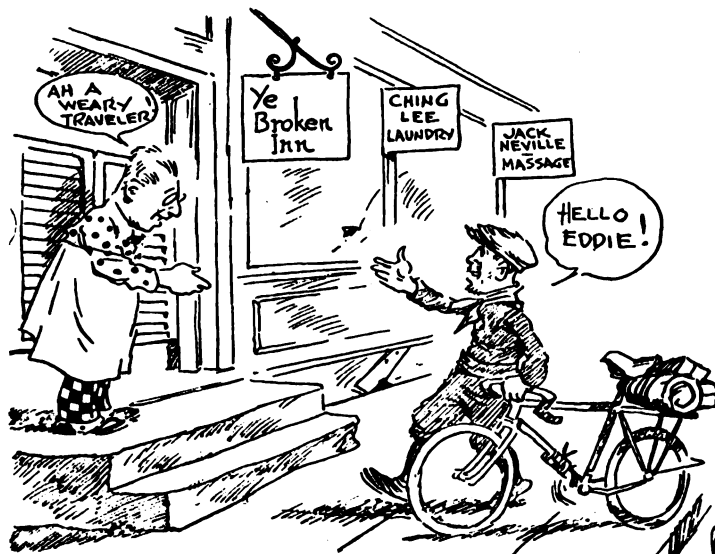
THERE'S TWO - WHO'S NEXT?



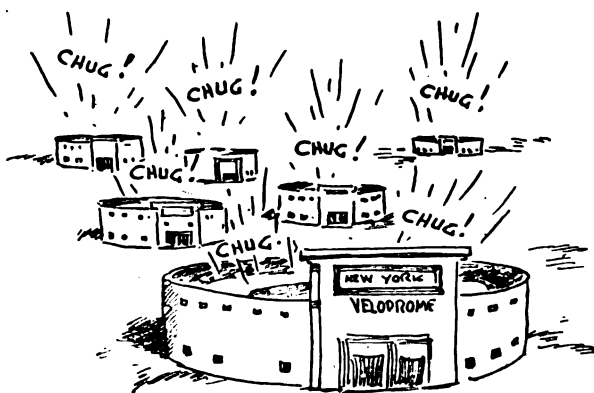
NEW YORK MOTORCYCLE RIDERS FORM A COMPANY OF MOTORCYCLE POLICE RESERVES AND THEY HAVE UNIFORMS, CAN CARRY SIDE ARMS AND HAVE THE SAME AUTHORITY AS HONEST-TO-GOODNESS COPS OF THE REGULAR FORCE



GABRIEL POULAIN AND MAURICE SCHILLES ARE HAVING A CLOSE BATTLE FOR THE CHAMPIONSHIP OF THAT DEAR FRANCE



WORTH MITTEN ARRIVES IN NEWARK - READY TO START HIS MUCH-HERALDED "COME-BACK"



CHUG-CHUG! THE MOTOR RACE-FOLLOWERS ARE AT IT AGAIN! TRACK OPEN IN NEW YORK, PHILADELPHIA AND ALL OVER NEW ENGLAND

M. M. A. Gypsy Tour to Old Orchard Beach

THE success of the M. M. A. Gypsy Tour to Old Orchard Beach, Maine, last season just naturally calls for another one this year, and the committee are pleased to report that all plans have finally been completed.

Due to the tide at Old Orchard Beach on Monday morning, together with no sports on Sunday, plans for a three day gypsy tour have been changed to two days by the Massachusetts M. A.

As usual, the main tour will leave from Boston. Mr. George "Usco" Ellis is the tour master in charge, and he has selected as his lieutenants Mr. Cartwright, Mr. Coolidge and Mr. Halliday.

The tour will start from Commonwealth avenue and Beacon street on June 17 at 7:30 a. m. daylight saving, and arrive in Old Orchard Beach at 1:30 p. m.

There will be no stop for lunch this year as the races must be run off on Saturday afternoon.

The big feature this year will be speed trials on the beach which will start promptly at 3 p. m. Saturday. The trials will be conducted over a measured course, the distance being one kilometer, which is just about equal to $\frac{5}{8}$ of a mile. The trials will be electrically timed and will be run both ways of the course.

The list of events is as follows:

- 37-cu. in., amateur, solo.
- 37-cu. in., professional, solo.
- 61-cu. in., novice, solo.
- 61-cu. in., amateur, solo.
- 61-cu. in., professional, solo.
- 80-cu. in., amateur, solo.
- 80-cu. in., professional, solo.
- 61-cu. in., novice, sidecar.
- 80-cu. in., amateur, sidecar.
- 80-cu. in., professional, sidecar.

Merchandise prizes will be awarded for first and second places. There is also a possibility that the association will have a sufficient number of prizes to make awards for third places, but this is not positively assured until all returns are in.

It is unnecessary to elaborate on the evening attractions at Old Orchard. Those who attended last year recall the fact that there was plenty of amusement

UP TO DEALERS TO BOOST
MOTORCYCLE dealers realize that the sporting phase of motorcycling is largely responsible for its popularity today and in order to keep interest alive and at the highest pitch it is up to every motorcycle dealer to boost tours of this character. There is no way in the world in which a rider can enjoy a week-end trip better than participating in this annual Old Orchard tour. While this tour is being conducted by the M. M. A. it is on the other hand, an affair of interest to New England motorcycle dealers generally. There should be a large attendance from Maine and New Hampshire.

as the dancing casino is open and the Midway will be in full swing.

The return trip will be made on Sunday, June 19, but any who desire to stay over and return Monday will have no difficulty in securing hotel accommodations.

The Vesper Hotel will be headquarters for the M. M. A. and the speed trials will be conducted so as to have a full view of the entire course from this point.

As an added feature, the Cambridge Motorcycle Club will award a prize to the neatest dressed lady in riding togs who participates in the tour. The prize will be a banner and a five dollar gold piece. This particular part of the program will be conducted entirely by the Cambridge Motorcycle Club reputed to be the liveliest motorcycle organization in the state.

To enter the tour an entry fee of 75c is charged. This also covers membership in the M. & A. T. A. If you are a member of the M. & A. T. A. in good standing the entry fee is 25c.

The entry fee for participation in the

speed trials is one dollar for each event.

It is the desire of the association to make the main tour from Boston as big as possible, but there is absolutely no objection to individual tours starting from any point. It is important that tours be arranged so as to arrive at Old Orchard not later than 1:30 p. m. daylight saving Saturday, June 17.

BONE BREAKER—MACHINE WRECKER

JULY 2 is the date for the twelfth annual endurance run of the Los Angeles M. C. This year is the first time the long-established contest has not been held on May 30, being postponed to avoid conflict with the Pismo Beach Gypsy Tours. It is claimed to be the oldest endurance run in the United States, having been held annually without interruption since 1910.

Because the majority of the club members wanted it and unequivocally expressed themselves in such voice, this year's run will be a man-killer and machine-wrecker. It will be a 24-hour grind, starting at midnight on the 2nd and finishing at midnight on the 3rd. The distance to be covered is approximately 600 miles, most of it over blazing desert country, with plenty of hard mountain climbing thrown in.

Here's the route: Leaving the clubhouse, north to Saugus, Elizabeth Lake, Mojave, Barstow, Box S Ranch, Pine Knot Lodge, Redlands, Idyllwild, Aguanga, Ramona, Oceanside, Laguna Beach, Huntington Beach, Los Angeles. To Box S Ranch the schedule is 30 miles per; from Box S Ranch to Redlands, 20 miles per; from Redlands to Ramona, 24 miles per and from Ramona to the finish, 30 miles an hour.

To date, 11 entries have been received. This run is the Southern Pacific Sectional Endurance Run for 1922 and carries awards of M.A.T.A. gold and medals for perfect scores. In addition, club members will receive gold club medals for perfect scores. In addition, club members will receive gold club medals for perfect scores. For team performance trophies will be awarded and in addition there will be three merchandise awards in each class for highest individual performances.

There are two classes, novice and expert. Sidecars will compete on a solo basis, there being no special sidecar class. A new feature of the rules permits sidecar passengers to relieve the driver and qualify for medals, providing they have entered. R. E. Maydole is chairman of the club's endurance run committee.



A few Crotona Club members on a holiday outing

All Aboard for the 1922 Gypsy Tours

By A. B. Coffman

Chairman Competition Committee

INDIANA

Fort Wayne—H. L. Daler, 1630 Calhoun St.
Indianapolis—Rudolph Clafey, 2660 Man-
ker St.

MASSACHUSETTS

Lawrence—Lawrence E. Proctor, 73 Wood-
land St.

MICHIGAN

Detroit—Wolverine M. C., Leo Tysar, c/o
B. Siegel Co.

MINNESOTA

Bemidji—H. F. Stahl, 311 6th St.

NEBRASKA

Omaha—Jas. C. Van Avery, 624 So. 16th St.

NEW YORK

Hornell—Frederick Faucett, 119 Canisteo
Ave.

Syracuse—Syracuse M. C., H. R. Jutton,
231 Oakwood Ave.

Saranac—David L. Bushey, 236 Broadway,
Saranac Lake.

NORTH CAROLINA

Winston-Salem—J. R. Bolling.

OHIO

Athens—H. D. Nice, c/o Nice Motor Co.,
20 E. State St.

Nelsonville—A. D. Farrow.

OREGON

Cottage Grove—Harry Rentle.
Salem—Salem M. C., Harry W. Scott.

PENNSYLVANIA

Philadelphia—Motorcycle Club of Phila.,
Geo. Dibblin, 5350 Leshner St.

WISCONSIN

Appleton—Anton Wagner.

Fond du Lac—G. & B. Cycle Co.

Fond du Lac—Geo. S. Burrows, 19 E 1st St.

Green Bay—Sanford Fournier, c/o Gordon
Bent Co.

Kenosha—Fred Rudy, 414 Newell St.

Manitowac—Kunz Motor Cycle Shops, 719
Buffalo St.

Manitowac—L. Schuttler.

Monroe—Roy Schultz, 315 West Ave.

Oshkosh—G. R. Brundage, 99 Oseceola St.

Racine—J. C. Nelson, 1911 Northwestern
Ave.

Sheboygan—Frank Behrens, 827 Indiana
Ave.

Two Rivers—Walter Watzl.

White Water—White Water Motorcycle
Garage.

"Usco" Ellis on the Job

"Usco" Ellis, M. & A. T. A. state referee for Massachusetts, and chairman of competition committee of the Massachusetts Motorcycle Association, is heading the combined Gypsy Tours from the Boston district to Old Orchard Beach, Me., this year. Last year Jes Campbell set a record that surprised them all and "Usco" is out to go him one better. Well, "Usco," you have some job, but we have great faith in your ability as an organizer and with the strong line up of tourmasters now on the job, Mr. Campbell's record stands a fine chance of becoming a has-been. Let all Boston district tourmasters back "Usco" to the limit and do all their part to make a new record.

More Racing Men

John Uberlacker, 4 Custer St., Ro-
chester, N. Y.

Robert A. Waddy, 17 Winthrop St.,
Rochester, N. Y.

Both of these men use 30-50" single
cylinder motors.

La Junta Motorcycle Club Registers

M. & A. T. A. Club Charter, No. 148, has been issued to the La Junta Motor-
cycle Club, La Junta, Colo. This is a
live bunch and their Gypsy Tourmaster,
Mr. C. E. Grooms, states they are or-
ganizing a very large tour this year and
plans are being made to give every rider
going on the tour a genuine old-fashioned
good time. While their plans are not
fully completed and ready for announce-
ment you can rest assured the program
will please and interest those taking part.
Every motorcycle rider in La Junta
should get in touch with Mr. Grooms at
once.

"M. & A. T. A. Insurance Fine"

So says a live, up and coming motor-
cycle dealer in the Middle West and adds:
"Send us some more insurance application
blanks as our supply is getting low. We
thank you at this time as a dealer for the
big load the M. & A. T. A. has lifted off
of us by aiding us to cash in on our time
sales by the insurance method. When we
look back and recall how we had to strug-
gle to carry all of our time sales in the
past without any outside assistance, we
wonder how in the world we did it and
there must be hundreds of dealers in the
same boat with us. Your records will
show that we are taking advantage of
M. & A. T. A. insurance to its full extent
and will continue to do so."

Pretty good, don't you think! Many
dealers are using M. & A. T. A. insurance
to a decided advantage and you, Mr.
Dealer, who are not, should investigate the
proposition at once.

Factory Sales Manager Grabs It

T. A. Miller, sales manager, Harley-
Davidson Motor Co., Milwaukee, Wis.,
writes as follows:

"I am enclosing herewith application
for fire and theft insurance on my per-
sonal motorcycle and sidecar outfit. Am
enclosing check for premium to cover 70
per cent. of the delivery price which is
according to the policy rules. Am boost-
ing and recommending the M. & A. T. A.
insurance to our dealers on every pos-
sible occasion for it is a big help to them
in financing their time sales."

All dealers and riders take note of this.
When factory officials feel this way about
M. & A. T. A. insurance, every dealer
should look into it carefully.

MORE TOURMASTERS

Additional Tourmasters received since pub-
lication of previous lists are:

COLORADO

La Junta—C. E. Grooms.

CONNECTICUT

Plainfield—Clarence W. Kingsley.

Bridgeport—Bridgeport M. C., Jas. Gom-
perts, 787 Main St.

ILLINOIS

Peru—Herman Gleich, 1523 5th St.

What Motorcycle Clubs and Riders Are Doing

DOVER CLIMB POSTPONED

Dover, N. J.—Because a suitable hill could not be found for the annual Dover Hill Climb, which was scheduled for May 28, the climb has been postponed until Fall. The club members will scout around this Summer and locate a hill.

BRINCK FASTEST CLIMBER

Wayneville, Ohio—Eddie Brinck and his Indian won both events in the recent hill climb. He went over the top in 8 seconds in both the 61 and the 80 cu. in. events. Ten seconds was the best his nearest competitor could do.

GOLDEN GATE CLIMB

San Francisco, Cal.—Entry blanks are out for the first annual hill climb of the Golden Gate Motorcycle Club. The date is June 18, with June 25 for rain date. There will be five events, a 37 in. stock novice, two 61 in. stock novice, and one 61 in. stock expert and an 80 in. free-for-all. The contest will be under M. and A. T. A. sanction and rules.

OTTAWA CLUB ON HOLIDAY RUN

Ottawa, Ont.—The members of the new Ottawa Motorcycle Club spent Victoria Day, May 24, by taking a club run to Prescott, Ontario, and return over the new Prescott Highway. The total distance covered was about 125 miles and the outing proved to be a splendid success, the only undesired experience being an excessive number of punctures. R. T. Stephens, the club captain in charge of the run, had seven punctures, while Doug Anderson, a member of the executive committee, had six stops because of tire trouble. Other participants in the run got off far more fortunately in this respect, a majority of the members going right through without a hitch.

GOLDEN GATE CLUB RUN

San Francisco—Between forty and fifty riders of the Golden Gate Motorcycle Club, San Francisco, took a fine run to Santa Cruz, Cal., on the 21st. They arrived in time for a dip in the surf and in the afternoon the Golden Gate baseball team played a game with the Santa Cruz picked players. In the run home, all hands stopped off at Colma and enjoyed an excellent Italian dinner. The Golden Gate Motorcycle Club is helping to raise necessary funds for its Hill Climb on June 12, by buying accessories, tires, etc., and raffling them off, one article at a time, amongst the members. At the last meeting a motorcycle tire brought in \$15 in raffle tickets.

PENN. CHAMPIONSHIP HILL CLIMB

Easton, Pa.—The Pennsylvania State Championship Hill Climb will be held at Brodt's Hill, at Martin's Creek, Pa., about five miles from Easton, Pa., June 18. One of the largest bunches of star riders ever assembled will be there to participate in the contests. An unsurpassed town along the majestic Delaware River is Easton, where the headquarters and good eats can be had in good old country style. Easton is preparing to handle a big crowd, as nearly all the clubs around New York City, Newark, Philadelphia and Harrisburg are expected to make Easton their gypsy tour destination. All of the roads will be posted, so the riders will be sure to find the way to the hill. There will be lots of light refreshments on the grounds.

ANOTHER RACE FOR SAN CARLOS

San Francisco—Another motorcycle race meet, on the San Carlos Speedway, is being planned for July 4. It is understood that the Chambers of Commerce of San Mateo and other towns in the Peninsula region, south of San Francisco, Cal., are promoting the move. The owners of the Speedway are also interested in helping to put the meet over. The races run on the speedway June 14 aroused an unusual degree of interest, and the public wants to see the wheels go round again. Nearly a corporal's dozen of well-known motorcycle men can be found any day, at present, at one or other of the dealers in the angle of San Francisco, Cal., bounded by Van Ness Avenue and Market Street. They include Tommy Butler, Pacific Coast Manager for the Indian, who is making his headquarters with the Pacific Supply Co. Amongst the riders who still linger are Jim Davis, Ralph Hepburn, and Archie Rife of Sacramento, all Indian men; Ray Weishaar, who spends much time with Dudley B. Perkins, Harley-Davidson dealer, and Roy

Artley, now an Ace demonstrator. Tennant Lee makes his headquarters with Caselli & Baumgardner, Henderson and Excelsior dealers. The riders of minor fame hang around and drink in the talk of the speed champs.

TROPHY FOR CLUB RIDERS

Syracuse, N. Y.—A trophy that is somewhat out of the ordinary in its significance is the handsome silver loving cup put up for the "best club average" in the Middle Atlantic Sectional Endurance Run from Syracuse, June 3-4. This cup, designated as the Ace Trophy, is offered by Irving D. Shopiro, Ace dealer in this city, to the motorcycle club whose members make the best



average in the big run, with the stipulation that at least three members of any club must finish to qualify for the cup. This gives the small clubs as good a chance as the large organizations to win the trophy, as quality of performance will count more than numbers. At the same time the rule requiring at least three finishers to qualify a club, eliminates the possibility of a single lucky entry taking home the trophy for his club. The object of this trophy is to encourage members of clubs from other cities to take active part in this run. The rules give all clubs an equal chance.

GOOD RACES AT TORONTO

Toronto, Can.—More than 7,000 wildly-excited spectators witnessed the revival of motorcycle track racing in Toronto, Ontario, on May 24, the Canadian holiday, when a card of eight feature events was run off on the half-mile dirt track, under the auspices of the Toronto Motorcycle Club. Chief interest was shown in the battles between Arnold O'Donnell, Excelsior, Harold Cole and Wilf. Dallimore, the three local speed stars, who had worked up a fine old argument about their respective racing abilities, and George Orange, Reading-Standard. The results follow:

Three-mile novice, amateur, privately owned machines, 37 cubic inches and under—1, G. Orange, Toronto; 2, S. Sheperdson, Toronto; 3, F. Smith, Toronto. Time, 4:10.

Three-mile side-car, privately owned machines, strictly stock models—1, Williamson; 2, Osborne; 3, rown. Time, 4:41.

Three-mile, Class "B," professional—1, A. Blackhall, Toronto; 2, W. Butler, Toronto; 3, E. Friend, Toronto. Time, 3:46.

Five-mile, Class "A," professional—1, A. O'Donnell, Toronto; 2, H. Cole, Toronto; 3, W. Dallimore, Toronto. Time, 5:35.

Three-mile amateur, private owners, open to all stock models—1, G. Orange, Toronto; 2, Stevenson, Toronto; 3, Osborne, Toronto. Time, 4:05.

Five-mile, side-car, open—1, W. Morrison, Toronto; 2, J. Menton, Toronto; 3, T. Brown, Toronto. Time, 6:26.

Five-mile, class "B," professional—1, W. Butler, Toronto; 2, E. Friend, Toronto; 3, A. Blackhall, Toronto. Time, 5:58.

Ten-mile, class "A," professional—1, A. O'Donnell, Toronto; 2, W. Dallimore, Toronto; 3, H. Cole, Toronto. Time, 12:00.

HEPBURN STARS AT PORTLAND

Portland, Ore.—Ralph Hepburn sailed his Indian into the big win column in the two-day race meet here, winning the majority of the programmed events. Ray Weishaar, riding a Harley-Davidson, battled Hepburn all the way through, making some wonderful rides, and coming a close second in the races and money. Jim Davis had much grief with his mounts and did not get into the battle except for two events. Summary:

May 27

Five miles, amateur, 61 motors—C. Brown, Indian; H. Larson, Harley; Roy Ensley, Indian Scout. Time, 4:52 2/5.

Five miles open—Hepburn, Indian; Weishaar, Harley; Davis, Indian. Time, 4 minutes flat.

Five miles, 4 h. p.—Spencer, Harley; Woolisfor, Indian; Garrow, Harley. Time, 4:44 2/5.

Five mile open—Hepburn, Indian; Weishaar, Harley; Davis, Indian. Time, 4:02 2/5.

Five mile side-car—Jones, Indian; Larson, Harley; Ensley, Indian Scout. Time, 5:57 4/5.

Five mile open—Weishaar, Harley; Hepburn, Indian; Davis, Indian. Time, 4:04 1/5.

Five mile open—Hepburn, Indian; Weishaar, Harley; Vail, Excelsior. Time, 4:05 2/5.

Ten mile open, Speedway Sweepstakes—Hepburn, Indian; Weishaar, Harley; Davis, Indian. Time, 8:19 1/5.

May 28

Five mile, amateur—Brown, Indian; Larson, Harley; Kline, Excelsior. Time, 4:48 2/5. This was a dead heat between Brown and Larson and in a two-mile match race Brown won out.

Five mile open—Weishaar, Harley; Hepburn, Indian; Vail, Excelsior. Time, 4:03 2/5.

Five mile, 4 h. p.—Spencer, Harley; Davis, Indian; Garrow, Harley.

Five mile open—Hepburn, Indian; Weishaar, Harley; Davis, Indian. Time, 4:05 2/5.

Five mile side-car—Jones, Indian; Crane, Harley; Ensley, Indian Scout. Time, 5:46 1/5.

Five mile open—Davis, Indian; Weishaar, Harley; Hepburn, Indian. Time, 4:03 4/5.

Five mile open—Davis, Indian; Weishaar, Harley; Woolisfor, Indian. Time, 4:05 3/5.

Five mile open Speedway Sweepstakes—Hepburn, Indian; Weishaar, Harley; Davis, Indian. Time, 4:08 2/5.

Davis and Hepburn used Goodyear tires, Shebler carburetors, Diamond chains and Bosch plugs. Weishaar used Firestone tires, Duckworth chains, Schebler carburetor and Bosch plugs.

PIKES PEAK ENDURANCE

Colorado Springs, Colo.—The third annual Pikes Peak Circle Endurance run was held over 112 miles of mountain road formerly an old stage road which has not been used since the days of the Cripple Creek gold rush. The run covered the course twice, making a total of approximately 225 miles to be covered in 10 hours. In many sections this would be considered a very slow schedule, but on this course it is plenty fast enough. For instance, the first checking station out of Colorado Springs was Rosemont, a distance of 16 miles, and the schedule allowed just an hour to make the distance in and all the contestants declared that it was not too much time. Besides making a circle around the base of Pike's Peak and through the country where gold was first discovered in Colorado, the course passed through Altman, which is the highest incorporated town in the United States. This marked the highest point on the course, being 11,713 feet above high tide. Bill Grover of Colorado Springs, riding a Harley-Davidson, and Chas. Myers also of Colorado Springs, and C. L. "Red" Wolverton of Denver, both on Excelsiors, tied for first place, solo class. Second place in the solo class was won by Ralph Young of Colorado Springs, Harley-Davidson. Third, fourth and fifth prizes went to Geo. Arms, Cecil La Rue and E. L. Tindall, all mounted on Harley-Davidsons. Lester Atkinson, mounted on an Indian Chief, finished perfect and going strong, but the checker at Altman missed him.

E. B. Oliver with O. P. Senter as side-car passenger got the first place in the side-car class. Ed Ryan and Suttle on an Excelsior, of Colorado Springs, finished second. Ault and Norris of Cripple Creek, on a Harley-Davidson, finished third. Harry Tagaris of the Western Supplies Co. of Denver, also entered, but was disqualified when he took a header down a 125-foot embankment. Neither he nor the side-car passenger were seriously injured, but the machine came riding back to the Springs on a truck.

Out of town dealers present were: O. Johnson and Jas. Sasso, of Pueblo, and Walt. Whiting and Morris Hayutin, of Denver.

WORLD'S RECORD DENIED

London, Eng.—The F. I. C. M. has ruled out the application of the M. and A. T. A. for recognition of records made in America in 1921 as International records. The ground on which they were denied recognition is that the rules of the international body call for a standing start on any distance over five miles and a two-way average for distances of one mile or less. Also, machines must be equipped with one brake for races of a mile or under, and two brakes for greater distances. As these are not requirements of M. and A. T. A. rules the international governors refuse to recognize American records unless made under the special rules of the international body of which the M. and A. T. A. is a member. The next move is for the M. and A. T. A. to see to it that proper steps are taken to obtain a modification of international rules for if American records have no chance of recognition there is little sense in the M. and A. T. A. continuing to hold membership in the international association.

FATAL SMASH AT SOUTH BEND

South Bend, Ind.—A crowd of over 5,000 motorcyclists who had journeyed from ten states around, witnessed Sunday's races on the half-mile track here. The track was full of holes, and dusty, making it dangerous going for about the classiest bunch of speed men that has been collected at one meet in this section of the country for many moons. There were Eugene Walker, Hammond Springs, Seymour, Marks, Brinck, Jones, Anderson, Vance, Cropp, and a dozen more lined up when the Clerk of the Course called for final entries. In the final lap of the first five-mile professional, Anderson hit a hole and went down. The dust was so dense that Walker couldn't see and crashed into the fallen rider. Anderson went to the hospital with a wrenched shoulder and Walker was so badly shaken that he retired from the race. The results follow:

One mile, private owners—First heat: B. Daly, Indian; R. Oaks, Harley-Davidson; Paul Szarkowsky, Indian. Time, 1:08 4/5. Second heat: Paul Wilkins, Harley-Davidson; Newcomb, Indian; Wolf, Harley-Davidson. Time, 1:08 2/5. Final, five miles—Newcomb, Daly, Wilkens. Time, 5:41.

One-mile time trials—Eugene Walker, Indian, winner. Time, 1:02 4/5.

Five-mile professional—Springs, Indian; Oaks, Harley-Davidson. Time, 5:45. There were six starters but only two finished as a result of the crash when Anderson fell and Walker ran into him.

Ten-mile, private owners—Williams, Newcomb, Olsen. Time, 11:00 4/5.

Five-mile, professional—Jones, Seymour, Brinck. Time, 5:34 4/5.

The second day's meet, held on Decoration Day, ended in a fatal accident. In the sixth lap of the 10-mile open, which was the last race on the card except the consolation event, Brinck and Springs went down on the turn. Springs was taken to hospital with a fractured skull and died half an hour later. Brinck escaped with a bad shaking up. The race was called off. Results:

5-mile for private owners—Otto Newcombe, Indian, first; S. D. Bailey, Indian, second; and A. Szarkowski, third. Time, 5:36 1-5.

2-mile open—Seymour, Indian, first; Jones, Excelsior, second; Brinck, Indian, third. Time, 2:06 2-5.

5-mile private owner—Newcombe first, Dalley second, Szarkowski third. Time, 5:38.

6-mile miss-and-out—Springs first; Marks second, Jones third. Time 4:14.

3-mile private owner—Newcombe first, Szarkowski second, Dalley third. Time, 3:21 2-5.

2-mile consolation—Seymour first, Jones second. Time, 2:08 1-5.

BARTOLD WINS TWO AT ROCHESTER

Rochester, N. Y.—Art Bartold, Indian, won the professional solo race in the meet promoted by the Rochester club at Brockport, Tuesday. W. Roberts, Harley-Davidson, was second. The sidecar professional was also won by Bartold. W. Dolph, Harley-Davidson, was second. The amateur sidecar event was won by J. Decocker, Harley-Davidson. J. Werlacher, Indian, was second. Official times were not announced.

Sanctions Issued

ENDURANCE RUNS

July 9—Capital City Motorcycle Club, Sacramento, Cal. Sanction 636.

July 10-11—Reading Motorcycle Club, Reading, Pa. Sanction 637.

July 15—Du Bois Motorcycle Club, Du Bois, Pa., Sanction 613. (Route—Du Bois, Curwensville, Clearfield, Phillipsburgh, Port Matilda, Belfonte, Lock Haven and Du Bois.)

July 15 and 16—South Hills Motorcycle Club, Pittsburgh, Pa. Sanction 610. (Route—Pittsburgh to Baltimore, Md., and return. Go over Lincoln Highway return over National Pike.)

SECTIONAL ENDURANCE RUNS

June 3 and 4—Middle Atlantic Sectional. Syracuse Motorcycle Club, Syracuse, N. Y. Sanction 588. (Route not given.)

July 2-3—So. Pacific Section. Los Angeles Motorcycle Club. Sanction 644.

SECTIONAL HILL CLIMBS

June 4—Mountain Section. Western Motorcycle Club, Rifle Range, Col. Sanction 641.

June 18—South Pacific Sectional—Golden Gate Motorcycle Club, San Francisco, Cal. Sanction 607.

June 25—Middle Atlantic Sectional. Rochester Motorcycle Club, Egypt, N. Y. Sanction 608.

HILL CLIMB

June 11—Lancaster Motorcycle Club, Lancaster, Pa. Sanction 642.

June 11—Wolverine Motorcycle Club, Jerome, Mich. Sanction 654.

June 18—St. Louis Motorcycle Club, St. Louis, Mo. Sanction 651.

June 18—Leo N. Herrick, Rochester, Minn. Sanction 622.

June 18—Rose City Motorcycle Club, Seattle, Wash. Sanction 623.

June 18—Tri-States Athletic and Motorcycle Club, Triple City Motorcycle Club, Martin's Creek, Pa. Sanction 617.

NATIONAL CHAMP. RACES

July 4—300-mile Championship, Wichita Speedway Association, Wichita, Kan.

RACE MEET

July 1—Horace P. Murphy, Danbury, Conn. Sanction 643.

July 4—Butler Aerie No. 407, F. O. E., Hamilton, Ohio. Sanction 629.

July 4—Thayer & Duncan, Columbia, S. C. Sanction 645.

August 6—R. L. Clark, Milwaukee, Wis. (Includes: 10 ml. 61-inch, and 25 ml. 30-50-inch Solo, 25 ml. Sidecar National Championship.) Sanction 630.

Sept. 4—Neill & Norcross, Greeley Colo. Sanction 652.

TIME TRIALS

June 17—George A. Ellis, Old Orchard Beach, Me. Sanction 647.

PARADE FOR SEASON'S OPENER

London, Ont.—The Bicycle and Motor Sales Company staged a big bicycle stunt in conjunction with the opening baseball game of the season. The company organized a bicycle parade and arranged that every rider of a bicycle purchased from the company's store would be admitted free to the ball park as the guest of the company. About 200 cyclists were in the procession and each wore a white souvenir hat which had been provided for the occasion. These were all admitted to the grounds.

BAY RIDGE CLUB GYPSY TOUR

Brooklyn, N. Y.—The Bay Ridge Motorcycle Club announces that its first annual gypsy tour will be to Easton, Pa., leaving their club house at 65th street and Second avenue, Brooklyn, N. Y., on Saturday evening, June 17, at 8 o'clock, and returning Sunday evening, June 18. All riders wishing to enter may do so by applying to the tourmaster, Ivor Haagstad, 1624 42nd street, Brooklyn, N. Y., on or before June 16.

BERGEN CLUB REGISTERS

Jersey City, N. J.—The Bergen Motorcycle Club, Inc., has been granted M. and A. T. A. Charter No. 147.

HILLCLIMB AT HARRISBURG, PA.

Harrisburg, Pa.—The Harrisburg Motorcycle club staged a local hillclimb at "Spooky Hollow," Sunday, May 28, restricted to stock three-speed machines, but open to any M. & A. T. A. member in good standing, except factory representatives.

Leisher on an Indian was the most consistent rider of the day, winning the "61" event and tying for first place in the "74" class. However, "Shorty" Frey of Elizabethtown, Pa., astride his "74" Harley-Davidson, not only won the "74" event, but made the fastest time, going over the top like a flash in 8 1/4 seconds. Only three machines were able to go over the top. There were many spills, but no serious injury to anyone.

Following is a summary of the scores registered in each event:

37-inch Stock Lightweight (125-ft. hill; 40 per cent grade)—H. Mitzel, York, Pa., Indian, first, 103 ft. 10 in.; C. W. Leisher, Harrisburg, Pa., Indian, second, 95 ft. 1 in.

61-inch Stock Twin (135-ft. hill, 70 per cent grade)—C. W. Leisher, Harrisburg, Pa., Indian, first, over the top in 8 1/4 seconds; W. L. Davis, Harrisburg, Pa., Harley-Davidson, second, 107 ft.; C. D. Rupp, Elizabethtown, Pa., Harley-Davidson, third, 91 ft.; R. Hagerman, York, Pa., Indian, fourth, 82 ft.

74-inch Stock Twin (135-ft. hill, 70 per cent grade)—E. S. Frey, Elizabethtown, Pa., Harley-Davidson, over top 8 1/4 seconds; C. W. Leisher, Harrisburg, Pa., Indian, over top 8 1/4 seconds; W. L. Davis, Harrisburg, Pa., Harley-Davidson, third, over top, 11 seconds.

On the run-off of the tie for first place in 74-inch event, Frey set a mark of 8 1/4 seconds, Leisher 8 1/4 seconds, taking first and second places, respectively.

SACRAMENTO "OVER THE HUMP"

Sacramento, Cal.—Much interest in anticipated among California motorcycle fans and enthusiasts in the endurance run to be held by the Capital City Motorcycle Club, July 9, from Sacramento to Reno, Nevada, and return. The distance is 310 miles, of which 210 are mountain road and 100 miles are highway. A similar event was held last year, but a shorter run over rougher roads. While the roads of this run are not quite so rough as those of last year's contest, it is a longer run and will be a severe test of riders' skill and judgment as well as of motorcycle endurance. Two classes, solo and sidecar, will be in the run. Three prizes will be given for each event. The route will carry riders past historical Lake Tahoe and along the shores of Donner Lake. At present there is a heavy pack of snow on the mountains to be crossed but tractors are at work clearing it away. The course winds up to an altitude of 7,000 feet. Among those who are sure to ride are: George Faulders (winner of last year's event), Fred Starring, Gus Law, Frank Murray and wife (winners of last year's sidecar event), Arch Rife, Joe Petralle, Glen Lattin, Fred Randall, all of Sacramento, and Finnegan Spear, Lloyd Spear and R. Ford of San Francisco.

LOWELL CLIMBER AN EXPERT

Lowell, Mass.—Walter H. Wood, of Lowell, entered the hill climb contest Tuesday as a novice and finished as an expert with two wins to his credit. He first won the 61 solo event for novices and then repeated by winning the same event in the expert class. A good crowd witnessed the contests. Results:

37—Expert—John Scott, Indian, first; Haven Moody, Harley-Davidson, second; Arthur Bachelder, Indian, third. Scott went over the top in 14 seconds.

61—Novice, solo—Walter H. Wood, Indian, first; E. Clotier, Harley-Davidson, second. Wood went over the top in 8 1-5 seconds.

61—Expert, Solo—Wood first; T. A. Gifford, Harley-Davidson, second; Clotier, third. Time of Wood, 8 seconds flat.

61—Expert Sidecar—Gifford, first; Wood, second; Arthur Bouchard, third. No one went over the top. Gifford climbed 139 feet, Wood 138 and Bouchard 117.

SYRACUSE, N. Y., RACES

Syracuse, N. Y.—A good crowd turned out to witness the races staged by the Syracuse Motorcycle club. F. M. Phillips, Harley-Davidson, won all of the solo events, and S. T. Welty, Harley-Davidson-Flxl, all of the sidecar events. The results follow:

3-mile solo, 30-50—F. M. Phillips, H-D, first; Golly, second; Nolan, third. Time, 4:03.5.

5-mile solo, 30-50—Phillips first, Nolan second. Time, 7:58.

10-mile solo, 30-50—Phillips first, Golly second, Dolan third. Time 17:05.

5-mile sidecar—Welty first; Earl Buzzell, Ex-Flxl, second; M. Chase third. Time, 7:03.

10-mile sidecar—Welty first, Buzzell second. Time 14:13.

Australian Records *and* Record Makers

By Harry Gordon

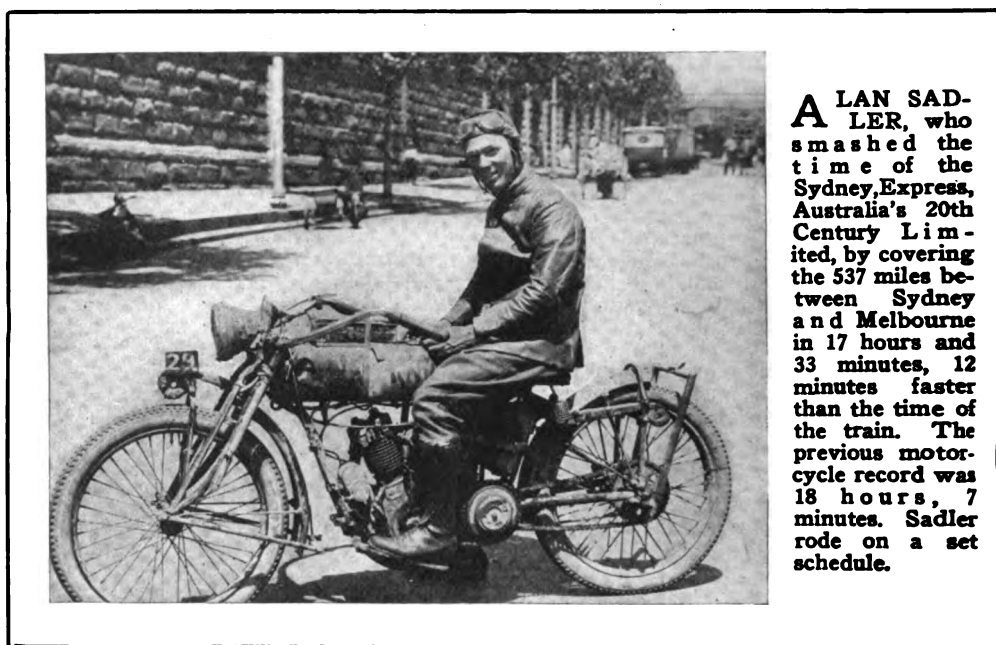
THE 575-mile stretch of road between Melbourne and Sydney, Australia, has been the scene of some remarkably hard luck with record-breakers of various sorts at different times during its sporting history of nearly 40 years, but none has been harder than that of Jack Sidebottom, the Excelsior rider, who a week or two ago, set out on his second attempt to deprive Allan Sadler of the honor of holding the motorcycle record between the capitals. After travelling over the whole of the worst part of the road, and getting to Ashfield Park, within five miles of the Sydney General Post Office, Sidebottom crashed heavily and so injured himself that he had to give up. At the time he was just within record time, and would probably have finished up with a ride about three minutes faster than Sadler's.

A few days later, Sidebottom set out on a shorter record course, that from Goulburg to Sydney, 136 miles. A sidecar record of 4 hours, 3 minutes was recently set up on this course by Jack Miles, on a Harley Davidson, while the previous solo record had been held for about ten years by Leslie Palmer, who rode a machine of his own build over the course in 5 hours, 15 minutes, in 1912.

A movement is on foot to create a controlling body for the sport governing the whole of Australia and New Zealand, so that a proper set of Australian Championships may be drawn up and contested at set intervals. The idea is highly commendable; at present, the championships are run in a very haphazard way, and probably are duplicated time and again in New South Wales, Victoria, New Zealand, etc.

The principal motorcycling event run recently was a 75-mile reliability trial promoted by the vigorous Northern Suburbs Motorcycle Club on a course near Sydney. Novel conditions were introduced to insure the competitors all being entirely thrown on their own resources, the course used was in the shape of a big figure eight, and no two successive competitors followed each other in the same direction. The idea was to compel each one to use his own judgment in riding to a strict scheduled time, each rider, of course, having to keep to a different schedule. It turned out to be one of the most unpleasant days imaginable, a blinding dust storm enveloping the course, and only half a dozen competitors faced the music. The result proved a win for the Harley Davidson solo rider, Tom Sulman, who narrowly beat a new member, J. Muston, on a Zenith Grada.

A very successful competitor in events promoted by the Motorcycle Club of



ALLAN SADLER, who smashed the time of the Sydney Express, Australia's 20th Century Limited, by covering the 537 miles between Sydney and Melbourne in 17 hours and 33 minutes, 12 minutes faster than the time of the train. The previous motorcycle record was 18 hours, 7 minutes. Sadler rode on a set schedule.

New South Wales, R. A. Mitchell, manager of the Harley-Davidson agency at Parramatta, collided with a motorcar and received such severe injuries to his left foot that it was found necessary to amputate it.

THE OLD BLACK HEN

(From Hendee Contact Points)

SAID the little red rooster, "Gosh all hemlock! Things are tough, Seems that worms are getting scarcer, and I cannot find enough.

What's become of all those fat ones is a mystery to me;

There were thousands through that rainy spell—but now where can they be?"

The old black hen who heard him didn't grumble nor complain;
She had gone through lots of dry spells,

she had lived through floods of rain.
So she flew upon the grindstone, and she gave her claws a whet,
As she said, "I've never seen the time that there weren't worms to get."

She picked a new and undug spot; the earth was hard and firm.
The little rooster jeered. "New ground! That's no place for a worm."
The old black hen just spread her feet, she dug most fast and free,
"I must go to the work," she said. "The worms won't come to me."

The rooster vainly spent his day, through habit, by the ways
Where fat round worms had passed in squads, back in rainy days.
When nightfall found him supperless, he growled in accents rough:
"I'm hungry as a fowl can be. Conditions sure are tough."

He turned then to the old black hen and said, "It's worse with you,
For you're not only hungry, but you must be tired, too.
I rested while I watched for worms, so I feel fairly pert;
But how are you? Without worms, too?
And after all that work?"

The old black hen hopped to her perch and dropped her eyes to sleep,
And murmured in a drowsy tone, "Young man, hear this and weep:
I'm full of worms and happy, for I've dined both long and well.
The worms are there as always—but I had to dig like HELL."

Oh, here and there red roosters still are holding sales positions.
They cannot do much business now because of poor conditions.
But soon as things get right again, they'll sell a hundred firms—
Meanwhile the old black hens are out and gobbling up the worms!

—Author unknown.



Tom Bernstead, one of Australia's champions and his passenger, W. Conaulty

With the Trade

ARTHUR GOES HOME SMILING

New York.—"We're all set and going fine," said General Sales Manager Arthur Davidson of the Harley-Davidson Motor Co. as he shook hands at the Pennsylvania depot and said good-bye when the train caller shouted "all aboard for the Pennsylvania Limited." On his way back to Milwaukee Arthur made several stop-overs, the first being at Trenton, N. J. He spent about two weeks in the Metropolitan district and New England, and when he started for home he had a broad smile on his face. "The dealers who are really hustling are not making any complaints about poor business," he said, "and the other kind don't interest us. We are all cleaned out of the bicycle business and very glad to be able to concentrate all the energies of our entire organization on selling motorcycles. It is our theory that the dealer who concentrates can make good money, and the theory is backed up by the fact that a lot of dealers are doing it."

MOTORCYCLES IN JAPAN

Washington, D. C.—A report of the Automotive Division, Bureau of Commerce states: "There is no large stock of motorcycles on hand in Japan and so far they are lightly taxed. About 75 per cent of the machines in use are of American make, and it is reasonable to assume that their position will not be seriously threatened by the European machines now being imported. American cycles are cheaper and stronger, and although well entrenched in the public favor, their sales are apt to be small but steady during the rest of the year."

PLAN SHOW AT ATLANTIC CITY

New York.—There will be a meeting of the Board of Directors of the Cycle Trades of America, at the executive secretary's office, 35 Warren street, on June 6. At this meeting plans will be discussed for the Fall meeting at Atlantic City and the holding of a bicycle show on Garden Pier during the week of September 11-16. The A. B. L. will hold championship races on Saturday, September 16.

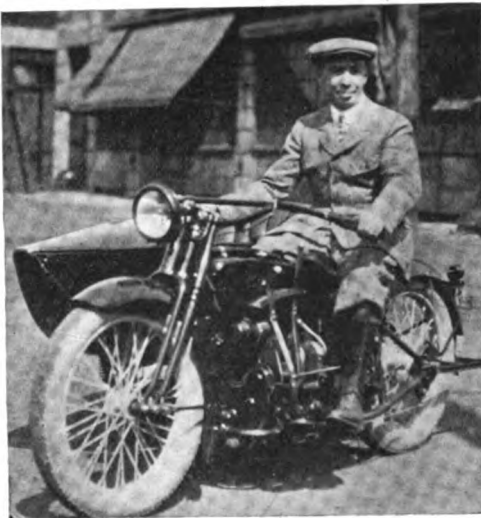
NEW EDWARDS & CRIST TRAVELER

Chicago, Ill.—The Edwards and Crist Co. announce the addition of F. R. Hillgren to the staff of traveling salesmen. Mr. Hillgren will cover the Rocky Mountain territory with headquarters at Denver. He at one time covered this territory for the Schmelzer Arms Co.

WOODS JOINS ACE STAFF

Philadelphia, Pa.—R. S. Woods, the veteran endurance rider, dealer and all around booster of Trenton, N. J., is now traveling representative for the Ace Motor Corporation, covering Northern New Jersey and a portion of New York. For a number of years Mr. Woods was a very active and successful dealer in Trenton, and displayed a faculty for making sales go under conditions which caused most dealers to consider business completely dead.

Mr. Woods is a veteran endurance rider and has a hatful of medals won in Eastern Endurance runs during several years. He became a convert to the four-cylinder idea in 1913 and purchased one of the 65-inch wheel base models that were then designed by the same man who now is building the Ace. He has been an enthusiastic four-cylinder exponent ever since. Observing the trend of business and the conditions of business in general throughout the country this Spring, he became convinced that the motorcycle business is due for a big year



R. S. Woods

LEADERSHIP

Handbills Still Sell Goods

BUT handbills also reach the waste basket first. The manufacturer who spends most of his money on circulars for the waste basket and saves little for the trade paper that is read by his customers and prospective customers is using poor judgment.

The handbill and direct-by-mail circular is read by possibly one out of ten, while the trade paper is closely read by nine out of ten.

The manufacturer who sends his salesmen to the trade and his advertising mostly to the general public and the waste basket, is sending his troops to the firing line unarmed!

Study the results of advertising in terms of sales. If advertising actuaries ever figure up the mortality of handbills and direct-by-mail advertising—GOODNIGHT.

The manufacturers who are hollering about poor business cancelled their trade paper advertising contracts long ago.

When you think of the most effective cycling advertising medium, think of **MOTORCYCLE AND BICYCLE ILLUSTRATED**, "America's Greatest Cycling Magazine."

and took advantage of the chance to return to the harness with his four-cylinder favorite. He will visit dealers in his territory frequently, explaining to them the sales making principles, and tactics that were so successful in his own retail business, and instilling in them some of his own spirit of aggressive optimism and initiative. Mr. Woods is an all around booster and whole-souled motorcycle enthusiast, and his presence in any locality is a constructive influence for the progress of the trade there, regardless of the make of machines that may be receiving his most concentrated attention.

INDIA REDUCES BICYCLE DUTY

Washington, D. C.—The Department of Commerce has been advised that the British Indian import duty of bicycles and tricycles, and pneumatic rubber tubes and tires for such vehicles has been reduced from 30 per cent. ad valorem to 15 per cent. ad valorem.

A number of changes in the present law requiring the marking of merchandise imported into the United Kingdom so as to show the country of origin are provided in a measure which is now before Parliament, according to a report to the Department of Commerce. Under the bill the British Board of Trade is authorized to require imported goods to be marked with the country of origin if it is of the opinion that a false impression as to the origin of any class of goods is likely to arise. The board is also empowered to prohibit the use on imported goods of any national or other public device liable to give the impression that the goods are of British origin.

SCHEBLER BOOSTS WICHITA PRIZES

Wichita, Kas.—Hart Bowman, Secretary of the Wichita Speedway Association advises that the Wheeler-Schebler Carburetor Company will offer three prizes for the July 4 Championship race, \$100.00 to the winner if his machine is Schebler equipped, \$75.00 to the rider making second place and \$25.00 for third place, if they use Scheblers. In offering the prizes, Mr. Briggs wrote "We are doing this, you realize, to help the races and show our interest and desire to support this event." Von Staden with his box of carburetors will be sure to be there and if possible Mr. Briggs, also, is going out.

THREE SHIFTS FOR GOODRICH

Akron, Ohio.—Effective June 1, the B. F. Goodrich Co. plant will go on a work schedule of three eight-hour shifts, according to H. K. Raymond, production superintendent. Departments have been conducted heretofore on a ten-hour basis. Goodrich officials expect an increase of 35 per cent in production within the next few weeks.

OYOLE RACERS AS DEALERS

Providence, R. I.—The young bicycle riders of the city are taking time by the forelock and are cashing in on the game. Humbert Norantonio has opened a store for racers on Atwells Avenue in the heart of the district where the Italian contingent resides. He sells everything needed for the racer, and is making a specialty of the B. S. A. Oswald E. Colonna has taken the agency for the Stolz tire, while Joe Mitola devotes much of his time to keeping the bicycles in repair, and incidentally carries several makes of racers. Dawson and Company, a firm established several years ago, and which has outgrown its quarters on Weybosset Street, will move on the first of June to an enlarged store on Exchange Place.

BOB STUBBS PASSES ON

Birmingham, Ala.—The whole motorcycle trade in this and other districts is saddened over the recent death of Robert Stubbs, pioneer racer and promoter of everything worth while in this industry.

Mr. Stubbs died in Montgomery, where he has been for the last two years connected with the Hobbie Motor Car Company, as manager of the motorcycle department, but his home has always been in Birmingham, where he has a large number of friends and acquaintances.

He held world's records for time and endurance tests, having taken part in races all over the country and assisted in the promotion of the same. Mr. Stubbs has been in bad health for a year or more and his death was not unexpected.

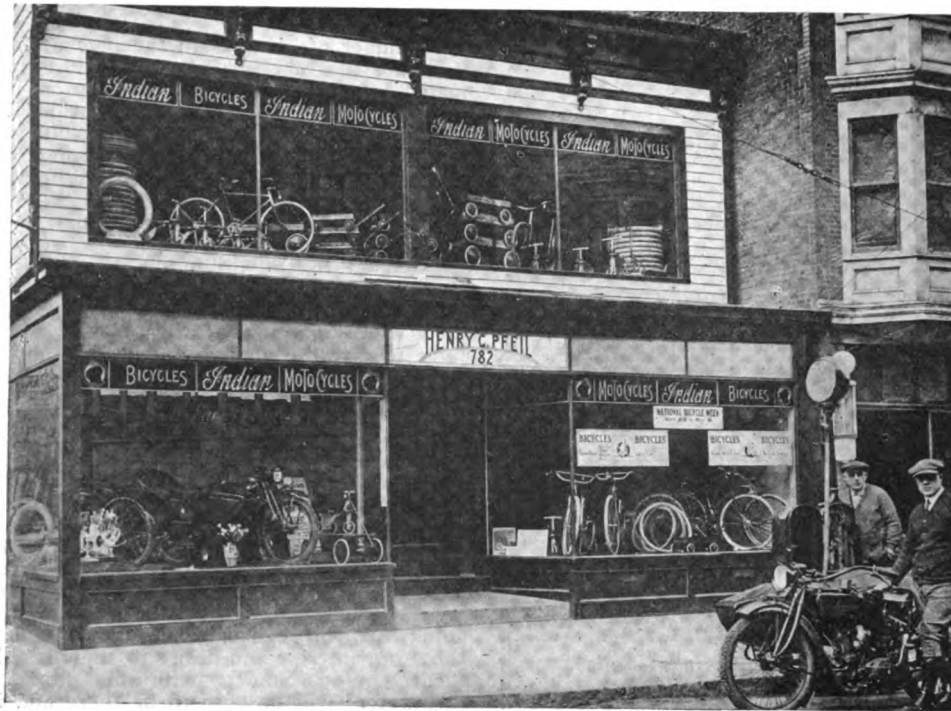
NEW ACE AGENT AT SAN FRANCISCO

San Francisco.—Ollie Cummins has started an agency for the Ace Motorcycle at 1460 Market Street, and Roy Artley is demonstrating for him. "We hope soon to get a real store," said Mr. Cummins. "In the meantime, Artley is doing some stunts, one of which will be to ride to the top of Mount Tamalpais. Much of the way is up what is known as 'the crookedest railroad on earth.' It is a hard trip and I believe has only once been made before, and that was by a light Indian in 1914."

HURCH LANDS AN ORDER

St. Louis, Mo.—The Hurch Motor & Cycle Co. has just sold twenty Indian Chiefs to the St. Louis Police Department.

War and Fires All in Day's Work For This Dealer



TWELVE years ago, Henry G. Pfeil, graduated from the public school at Albany, N. Y.; put on long pants and went out to look for a job. He got one with the Weeber Cycle Co.

which at that time had two stores, one in Albany and another in Schenectady. Today Pfeil has one of the finest retail cycle stores in the East, at Schenectady, in which he sells Indian motorcycles, Mer-

kel Motor Wheels, and Indian, Victory and Snell bicycles besides a full line of accessories and juvenile wheeled vehicles.

For the first seven years of his business career he stuck to the Weeber store in Albany, saved his money and became a capable merchant. Upon the death of Mr. Weeber in 1917 he took over the Schenectady store on his own account. A year later he enlisted in the army and went out of business for eight months during which he helped to put the Kaiser out of business also. Then on his return to civil life he once more opened his store at 789 Albany St., Schenectady. In 1920 he saw a good chance to make a real estate deal and purchased a corner at Hulett and Albany streets. He thought the building was too large for his own use and rented part of it to a clothing dealer. This was bad luck. The clothing store burned out early this year and considerable damage was done to Pfeil's stock.

As soon as the smoke had cleared away the work of rebuilding began, and this time Pfeil decided he would use the entire store himself. The illustration gives a fair idea of the kind of a store it is. The lower floor is given over to the motorcycle and service departments and the upper floor to bicycles, accessories and juvenile vehicles of all kinds.

Stretching a Second Hand to a \$12,000 Business



R. C. UPCHURCH, of Raleigh, N. C., better known as "Bob" Upchurch, had a Harley-Davidson sidecar outfit and no job in March of 1919. Today he has a thriving business, with a

stock and tools which inventory at \$12,000. Not so bad for a little over three years of hustling.

His old bus was a 1915 model, and with this and unlimited confidence in the

future of the motorcycle business he asked the factory for the Raleigh Harley-Davidson agency. He must have been a persuasive cuss for he convinced the sales manager that Upchurch was the right man to handle Harley-Davidsons in that part of North Carolina. They agreed to give him the agency if he could get enough capital to start in business.

With his old second-hand and a small box of tools, plus his confidence in himself for security, he tackled a banker for a loan of \$1,000.

"He looked me over and said 'all right', and believe me that was a favor," says Upchurch.

Is it any wonder that a man who could pry \$1,000 out of a banker on a second hand motorcycle and a kit of tools, has succeeded?

On the first day of May Upchurch moved into his new store. It is 160 feet long and 15 feet wide, and as the picture shows is equipped with up-to-date parts cabinets, show cases and cash register.

"Anyone can do as well as I have," says Upchurch. "Always be prompt in making good on what you tell your banker you will do and you can always get help when you need it."

MOTORCYCLISTS I HAVE MET

By R. B. Parrish

This is the third of a series of short sketches by R. B. Parrish, who in his capacity of pathfinder for the B. F. Goodrich Rubber Company's touring bureau has traveled in every state in the Union, and had many interesting adventures.

IN New Mexico I met a man and his son who used motorcycles to chase coyotes, and as I am not well enough up on this subject to explain it to you I will tell it to you just as the fellow told me. To be right fair with you I know as much about this species of dogs as I care to know. Coyotes can, with that awful yell of theirs, shake your teeth, cure your gout, and start your hair to falling out. Anyway, the gent came up to me in one of the small towns in New Mexico, and said:

"I have worn out four of those motorcycles catching coyotes."

I was curious to know how anyone could catch a coyote with a motorcycle, and asked him how it was done. He said that if you could get them in an open place, that it was easy.

"Just get them started," he said, "and keep after them. A coyote will never change his course as long as you are right behind him, and if you have a few miles to chase him you can run him to death."

However, I did not see him run any coyotes, but I am sure that there was something in the way of employment there which was not visible, because the town (one store and four houses) was out in the desert, far from anything, and the way that the people made their living was by doing each other's washing.

Down in Arizona (most of the state) all they know about motorcycles is that "Cannonball" Baker and a few others came through that neck of the woods just like the devil was after them, and that they were trying to break their necks, or a record or something like that, and that some of them did succeed to some extent. One fellow asked me if motorcycles were made to sell or if they were just made for those fellows to take messages with between New York and San Francisco. "And did they take letters, too." If so, he had a letter that he would like to get one of them to take. He said that he guessed that there would be one of them along soon, as he understood that they ran once every week.

I said: "Yes, I know they used to run quite often but I don't think they run much nowadays."

I guess that the riders in California get more real pleasure out of their routes than in any other part of the country, as they have more police to race with than the riders of the other parts of the country.

There is one thing that motorcycles are used for in California that they are not

used for in any other place in the whole world. That is to put equipment on. There is not room on the ordinary motorcycle for all of the equipment that the wild west boys have, so they add additional bars and things to fasten their hickey to.

Another thing that is found on the motorcycle of the west that is not found any other place in the country, is a real sweet policeman, one that is real nifty. (Vanity Fair.) Yea, brother, brother, yea, ride 'em, cowboy, ride 'em, and when they wiggle wiggle with 'em. Now you chase me some. I've been chasing you a long time.

MECHANICAL KINKS

Very frequently you meet someone who says he has lost the compression of his motor after grinding the valves, but that the compression appears later after the motor gets running a few miles. The answer to this is the grinding medium has not been cleaned off the face or valve seat.

Should the medium be left on the seat, the valve will not seat properly until the face and valve seat are cleansed by the exhaust gases after a few miles of riding.

Saddle leather should not be allowed to get soaked in winter, owing to the unpleasant hardening which results. Throw a waterproof over it or fit a cover which will shed water and keep the cover in place. To soften up a saddle which has been soaked, use a good harness dressing or dubbin, rubbing in with the fingers.

Watch the little flat finger on the contact-maker end of the Dixie magneto. This finger has often a bad habit of working off the contact-maker cover and allowing the cover to fly away. Then, if you have to travel dirty roads, you may have the magneto quit work temporarily through dirt or water.

Spare headlight bulbs can safely be carried by putting them in shaving soap cans heavily lined with cotton waste or batting. The best place for these cans is in the coat pocket, and it is not very healthy for the filaments in the bulbs to have the cans jostle a set of wrenches and chain parts. So avoid putting them in the tool box or the well which should be in every sidecar body.

If your butt-end inner tube opens at the butt or near the loop, it can be utilized temporarily by tying the tube tightly (literally strangling it) above the leaky place with cord or tape. Insert the tube slightly inflated and put in waste or grass to fill the deflated part of the butt point. Clinch up the casing and inflate; then drive carefully.

SOME SELLING TONIC

Administered by Dieux Wheeler

Success usually calls for leg-work as well as head-work.

Know your fellow citizen. Know his interests, his hobbies and something about business. You may want to sell him, or his son, a motorcycle or bicycle some day.

Successful salesmen always try to know something of the "ther side" of their prospects in order to meet them and get their interest by establishing a common interest ground.

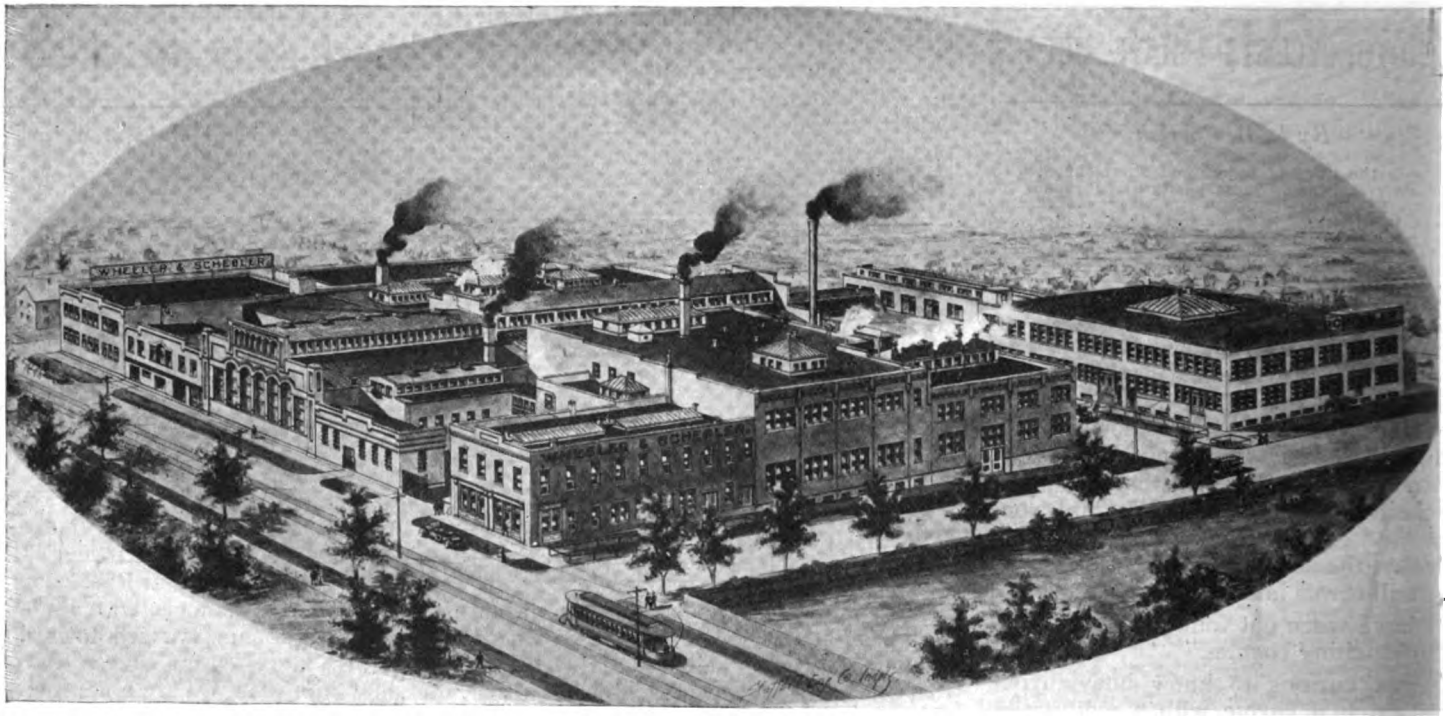
You like to have friends evidence an interest in your business. So does the other fellow. If he's a golf "bug," know something about golf—at least enough to discuss it for a moment with him—long enough to get him warmed toward you. If he is interested in church work try to show him that you are alike interested in the welfare of the church. If he is a baseball "fan" be versed in baseball jargon and developments.

How can you assimilate all this cursory knowledge? Easy—through that great encyclopedia, the daily newspaper. In the same compendium of extensive knowledge you will read your fellow citizen's name in accounts of his participation in such and such an event—a club meeting, committee work, church work, athletics and the like. Catalog these things in your mind. Be equipped, if you can, when you solicit a man, to at least touch on his favorite subject at the outset of the meeting. Nine cases out of ten such tactics will tear down the "hard buyers" attitude many business men affect when being solicited, and which, if not removed, makes the solicitation very difficult or impossible.

Of course, if you are located in a large town you cannot study the "other sides" of all or many of the other men and the chances of using such knowledge would be proportionately few. In such case, if you call at the man's home or office, or workshop, an article there may give you the tip as to recreations, hobbies or other interests. Books, pictures, sporting goods, lapel buttons, watch charms, wearing apparel are often indexes or symbols of a man's interests. Look for them as cues to use for establishing that common ground of interest. The heart and pocket-book often open to the man who can discuss with us the things in which we find pleasure.

All salesmanship principles are based on fundamentally human characteristics. This one sprung from old Selfishness. All of us love to talk about ourselves and our own interests. The difficulty is to get listeners. When we do get a listener we like him for being one.

Sink your sales weapon into this vulnerable spot found in every one of us.



The Wheeler-Schebler Carburetor plant

Little Journeys in the Cycle Field

By W. H. Parsons
No. 10

WE took a midnight train out of Chicago, for Indianapolis, the home of "The Heart of the Motorcycle," otherwise known as the Schebler carburetor.

Western Representative W. C. Shaughnessy heaved a big sigh of relief as he loaded "F. M." and myself and our grips and my typewriter and "F. M.'s" pocket-full of cigars into a taxicab in front of the hotel and wished us good luck. Shaughnessy is a family man and a suburbanite and he rarely misses the "5.15," but the four days we were around Chicago broke his schedule all to smithereens.

We had breakfast on the train and were out at the Wheeler-Schebler plant bright and early next morning, but we didn't beat Secretary and General Manager H. J. Reade. He was there ahead of us and was pretty well along with his mail when we were

ushered into his office. A considerable portion of said mail consisted of letters from dealers and riders who have been

trying out the new De Luxe carburetor which after a year of thorough test was put on the market this week, all of them enthusiastic in their praise of the new fuel mixer.

"It's some different than the first hand built carburetor, made by George Schebler in his little repair shop where he fixed musical instruments," said Mr. Reade. This sounded interesting and we got him to tell us the story of that first carburetor, and the growth of the organization that was built up around it by a musical instrument repair man and a crockery salesman.

It was neither for an automobile nor a motorcycle that Schebler built his first carburetor, and while he was experimenting he had no idea of going into the manufacturing business. He was a motorboat enthusiast who tinkered with his carburetor to make the engine go better. Automobiles

THE FOUNDERS OF THE WHEELER-SCHEBLER CARBURETOR CO.



Frank H. Wheeler



George Schebler



THE President of the Wheeler-Schebler Carburetor Company was born in Chicago, June 21, 1891. The early part of his life was rather unsettled because his parents moved many times to various cities in different parts of the country. Even after his father moved permanently to Indianapolis, about 1900, the young man was not through seeing the country, and he spent several years in the East, traveling and going to school. D. F. Wheeler's first business connection was in 1915, when he went to Minneapolis to further his father's interests in the Twin City Motor Speedway. Mr. Wheeler then became actively a part of the Wheeler-Schebler Carburetor Company. For several years he was Vice-President, assisting his father in the general management of the carburetor company and other interests. When the general slump in business hit the automotive industry he took over the work of General Sales Manager, and was very active in that capacity until the death of his father in May, 1921. Since becoming President of the firm he has devoted practically all of his time to this one business, although he is interested in quite a number of other concerns. He reorganized the personnel of the factory and put it on a much smoother efficiency basis. His business policies are sound and fair. His strict attention to the details of the manufacture of what he firmly believes is the best carburetor in the world is going to make this young executive one of the big men of the industry.

in those days (1890) were still considered freaks and motorcycles were unheard of except as a crude motor attachment to the ordinary bicycle, but motorboats were quite popular. Schebler had one, and whenever he could steal the time from

his repair shop he was on the river, either fishing or tinkering with the motor, more tinkering than fishing.

The first Schebler carburetor was the result of several years of study and experiment. It took a lot of time to work out his ideas and get the carburetor built but when he had it done it worked so well that his friends begged him to make others like it and it was only a short time before Schebler was better known as the "Carburetor Man" than as a repairer of musical instruments. But even with the success of his contrivance so thoroughly demonstrated Schebler gave little thought to its commercial possibilities or to the great development that was to come in the automobile industry. He had made something for his own enjoyment and that of his friends and that was about as far as it went with him. It remained for Frank H. Wheeler, a sales distributor for a large chinaware factory, to have the vision that was to materialize in a great industry. He had for some time felt the possibilities ahead of the automobile and realized the importance of an efficient carburetor to the internal combustion engine. He heard much talk of Schebler's contrivance and suggested a partnership, Schebler to take care of the manufacturing end and Wheeler to put it on the market.

It was an ideal arrangement. Schebler devoted his mechanical skill and ability to developing a still better carburetor and Wheeler got busy convincing the automobile manufacturers that the only way to make their motors mote right was to hook them up to a Schebler. When motorcycles became popular a special type was developed for them.

A contract was made with a manufacturer of specialties to produce the first carburetors, and so little did even Wheeler with his vision of the future, understand the acutal possibilities that this first contract called for a minimum of five and a maximum of 25 carburetors a week. It was but a few months before the inadequacy of this output was apparent. Wheeler was so successful in demonstrating to the then leaders in the automobile industry the efficiency of the Schebler that the little factory was swamped and the partners decided to establish their own factory. They made arrangements with the Langsenkamp foundry of Indianapolis for castings, and got a room of about 600 square feet of space which they fitted up with the necessary machinery for drilling and assembling. This enabled them to turn out 50 carburetors a day but this wasn't enough. Wheeler's slogan, "The Heart of the Automobile," became a synonym for a carburetor. Many of the pioneer automobile manufacturers came to Schebler to help solve their carburetor problems.

The factory had to have more room. A consolidation was effected with the Langsenkamp Foundry and a site was obtained which would allow for expansion. The first units built were an assembly plant and office and a foundry adjoining



THE French Fourth of July—which comes, however, on the 14th—is the birthday of H. J. Reade, Secretary and General Manager of the Wheeler-Schebler Carburetor Company. Born in Indianapolis in 1883, he was educated there, and he likes the city so well that he has never been away except for a few months at a time on business or a vacation trip. He is not the butterfly type of worker. He believes in getting a good job and sticking to it. When he first started to work he was for six years in the Purchasing Department of Kingan & Co., nationally known packing house. In 1908 Wheeler-Schebler secured his services as assistant to the General Manager. In that capacity he was able to become thoroughly familiar with everything connected with the manufacture and sale of carburetors. The positions of Office Manager, Credit Manager and Assistant General Manager were held by him so successfully that he was made Secretary and General Manager in 1921. The good feeling which exists everywhere in the trade toward the Wheeler-Schebler company is due very largely to Mr. Reade's unflinching courtesy and fairness in every transaction. He devotes a great deal of time to his work, and has personally taken care of the export business and built it up so that now export orders from some part of the world come in almost every day. He likes to play golf and handball, and occasionally will sit in on a low-limit poker game.

it. Since then it has been just one addition after another until every foot of ground space is now covered with buildings providing over 200,000 square feet of floor, over 300 times the original 600 feet. From manufacturing carburetors for motorboats, automobiles and motorcycles

ONE of the busiest, jolliest, best known men in the automotive industry is George T. Briggs, who was born July 28, 1876, in Brandon, Vermont. When he was a little boy his father moved to Chicago, where he went to school. You might know that a man who meets people so graciously was once a newspaper man. He worked for six years in Chicago, doing everything there was to be done in a newspaper office—riding back and forth to work on a bicycle—and once was arrested for speeding and endangering the lives of pedestrians—and on a bicycle, too! For a year he was advertising manager of the New Orleans Item. Then he decided to return to Chicago and get in the automotive game. That was in the days of the old White Steam Cars, with the entrance in the rear. His first job was sales and advertising manager for the Auto Accessory Division of the Railway Appliance Company. Of course he sold Schebler carburetors there, but a great many other things too. However, in 1897 he went over to the Factory Sales Corp., Chicago distributors for Schebler carburetors. His work was so satisfactory and he

was so popular with the trade that, in 1909, he was brought to Indianapolis as Factory Sales Manager. From there he has wandered back and forth across the country, attending shows,



selling carburetors and learning how to tell good stories. When the wartime system of purchasing came into effect, and there was no longer any zest in selling an article like a carburetor, Mr. Briggs accepted a splendid offer from the Sinclair Oil Co., doing sales promotion work. He liked the job because it gave him a new set of friends and taught him how to sell something different. His heart, however, had always been with his first love—Schebler carburetors—so that when they insisted on his return in July, 1921, he came back to his old job. His energy is inexhaustible, his good humor and courtesy ever present, and when the proper punch is needed he shoots it out straight from the shoulder. Some time back he was quite an all-around athlete, but now he has settled down to a very mediocre game of golf—and no more cigars. He has always been active in the councils of the industry, serving as director on the M. and A. T. A. executive board for many years. Four years ago he became vice-president of the M. and A. T. A., and was advanced to the presidency two years ago, which position he holds with signal success.

the factory has branched out and now furnishes carburetors for practically every type and size of motor. The Schebler was a baby pioneer toddler in 1901. In 1922 it is of age and a veteran globe trotter, known the world over.

"F. M." said he'd like to see the "heart" beat and Mr. Reade offered to show us through the factory. Down in the testing room we got some inside dope on the anatomy of a carburetor. That is we saw the engineers putting the fuel mixers through their paces with a lot of complicated apparatus. We both had to admit that our technical knowledge did not qualify us to interpret the tests, but we could see that the carburetor that could get through that testing department with an "O. K." tacked on it, needn't take a back seat for anyone. In one room we discovered George Von Staden, who can generally be found in the pits whenever any big motorcycle race is pulled off. He had a motorcycle on a stand, hooked up to a new kind of a testing apparatus and with an electric fan to cool the cylinders he was giving her the gas. He shut it off long enough to ask us if we wanted to step into the ice box. This he explained was where the carburetors were tested in low temperatures. They are also tested under rarefied atmosphere such as is found in high altitudes, and in damp and dry atmosphere. In short, they are tested under every conceivable condition that might be encountered in actual service, and the proper adjustment for the different conditions is noted so that the information is available to any driver who asks for it.

Time passed so quickly that before we knew it we were close to missing our train. Von Staden volunteered to get us

to the depot if we were willing to take a chance on his driving. He got us there, too, but I'll bet he had to square it with the traffic cop on the way back.

(To Be Continued)

IT'S EASY IN FRANCE

FROM the report by a Firestone representative in France it appears that a driver's license has never to be renewed,

and number plates are perpetually good. France would be an Utopia to the American car owner.—Firestone News Service.

UNEVEN RUNNING

Leakage of air past one inlet valve stem is frequently the cause of uneven running on old twin motors. It may also cause hard starting. Oversize valve stems on some makes will cure this.

HE Motorcycle of London, publishes some nifty riding apparel worn by English lady motorcyclists. Perhaps they will interest their American cousins. The top left and right drawings show two styles of sleeveless leather waistcoats, one in yellow kid trimmed with brown suede and fastened with a belt and possessing pockets, the other in washable white doeskin without any trimming and fastened at the waist at both sides with one button. The centre sketch is one of the short fur sports coats that are being worn. For motorcycling grey lambs wool is the most suitable material. Below are two hats suitable for either rider or passenger. (Left) A close fitting turban cap of scarlet kid embroidered with oxidized thread and finished with a tassel. (Right) A light weight hat of green oiled silk with a front brim that affords protection from the glare of the sun. The trimming is a conventional design stencilled on the crown and a strap is fastened under the chin.

Fashions for the Lady Motor Cyclist



How Simms' Magneto Operates

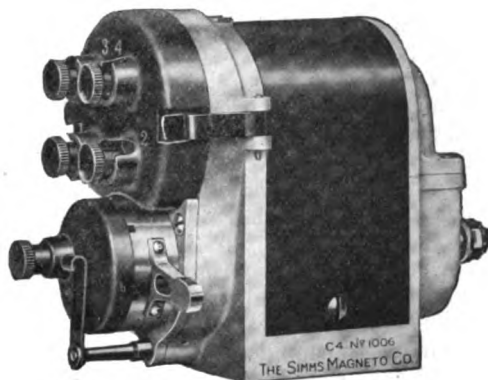
THE Type C-4 Simms' Magneto which is now regular equipment on the Ace motorcycle, is comparatively a newcomer in the motorcycle field, although well known in the automobile field. Therefore a brief description of its construction and operation will be of value. One of special features of this magneto, which weighs 9½ pounds, is the method of waterproofing. A felt gasket impregnated with a waterproof compound, is inserted between the edges of the magnets and the magneto body and prevents water soaking through. A cover protects the driving end and the safety gap. The distributor board and contact breaker cover are supplied with insulated terminal nuts, and a felt gasket is used between the distributor board and the frame of the machine.

Another feature of these magnetos is their low speed characteristic. These machines will produce a heavy spark across a five millimeter gap when rotating at speeds less than 40 R. P. M. This feature enables one to readily start his engine, as he is always assured of a good spark at very low cranking speeds.

Simms Magnetos must be positively driven by gears or chain, with provision for taking up slack, in the latter method. For a four-cylinder, four-cycle motor the magneto must be driven at engine speed. Magnetos operate only in the direction shown by arrow on the driving end plate.

To time magneto to motor, turn engine over until cylinder No. 1 is on top dead center with valves closed (beginning of power stroke, with connecting rod swung over on downward stroke side). Remove the contact breaker cover and distributor board. Turn magneto armature in direction it must run, until the platinum contact points are just opening with the timing lever in the fully retarded position (the retarded position is obtained by pushing the timing lever down in the same direction as the magneto armature rotates). The dis-

tributor carbon brush must at the same time be in a position to touch the distributor segment serving cylinder No. 1. Driving gear or coupling should then be securely tightened on magneto armature driving shaft, using key in keyway provided in shaft. Magneto can now be coupled to engine, care being taken not to change the foregoing adjustments. It must always be remem-



The C-4 type, Simms' Magneto, for motorcycle equipment

bered that the distributor brush rotates in the opposite direction to the armature, and that No. 2 terminal on the distributor does not necessarily lead to No. 2 cylinder, but to the cylinder firing after that to which No. 1 wire is led. The same applies to No. 3 and No. 4 terminals and cylinders.

Any advance or retard desired in addition to that to be obtained by the variation of the timing lever must be secured on the engine alone by advancing or retarding the engine timing gears, but in no case should the setting of the magneto distributor or internal armature gears be changed, as these have a certain fixed relation to each other. Different settings of these two gears will seriously impair the efficiency of the magneto.

The magneto should be oiled every two weeks, or 1,000 miles run, with four or five drops of light machine (not cylinder) oil, in each of the oil holes, which are located over the armature driving shaft and near the top of the distributor board. The contact breaker should never be oiled; it may cause

serious difficulty if oil is allowed to remain on it.

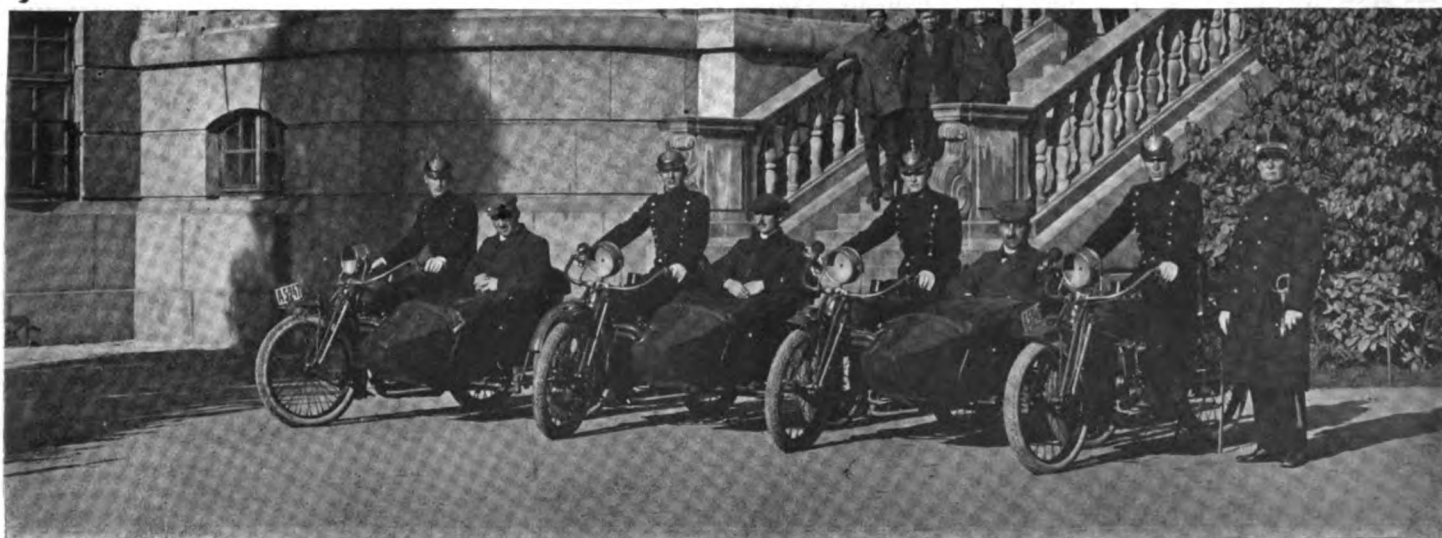
The platinum points should be set so as to open on each cam about 1-64th of an inch, or the thickness of the gauge on the wrench furnished. These points should be kept clean and free from oil, and should make even contact with one another, over their entire surfaces. The contact breaker lever should pivot freely in the bushing. The contact breaker should be inspected occasionally and freed of dirt and oil. Only if it should become absolutely necessary should the platinum points be filed, and then only with a very fine, flat file.

Cable connections should be kept tight and occasionally the inside of the board wiped, with a dry cloth, to remove any oil or dirt. The distributor carbon brush should at all times press firmly against the board.

The safety spark gap is to protect the insulation of the magneto armature from injury caused by excessive voltage, which would occur should a high-tension connection become loose or taken off, as the spark will then jump at the safety spark gap. If sparking should be detected in the safety gap, which is reached by removing the front hood or cover over the driving spindle, the high-tension wiring should be gone over carefully at both the magneto and spark plug ends. The distributor carbon brushes should be examined to see if they are in condition and making contact with brass segment on the distributor rotor. If sparks can be obtained at the safety gap, it is an indication that the magneto is generating, and that the trouble is most likely in the wiring or spark plugs.

If it is necessary to remove the coupling, care should be taken not to use too much force in removing this, otherwise the hard rubber slipping previously mentioned will be damaged. On no account should any violent blows on the armature shaft be struck.

Should difficulty be experienced in starting, and tests have proven that the spark plugs are in the proper condition, the wire connected to the contact breaker box cover should be removed. If after doing this the difficulty is overcome, the switch should be examined and any correction necessary be made to this. This wire is merely for short-circuiting the primary current when it is desired to stop the motor.



This picture comes from Stockholm, Sweden, where the motorcycle officers wear classy uniforms

New York Welcomes *the* Cyclists

Manhattan Fans Turn Out in Great Numbers for Opening of New York Velodrome and Witness Snappy Racing

NEW YORK CITY gave the racing cyclists, both amateur and professional, a real hearty welcome on the night of Decoration Day. The occasion was the opening of the Metropolitan Velodrome Company's new plant, the New York Velodrome, at 225th street and Broadway. It was the first outdoor racing that the fans in Manhattan and nearby territory had a chance to enjoy in some years and that they enjoyed the races goes without saying if the enthusiastic cheering of each event can be taken as a criterion. The immense track had an opening crowd that was estimated at 15,000 and it was a grand sight. The track is wonderful, is well lighted and gives promise of being a great success.

The races on the opening night were snappy and the spirit of overtaking seemed to be in every rider. The professionals, who had ridden in Newark in the afternoon, were on hand as well as many amateurs and each event was well received by the large gathering. The opening meet was not without its municipal and sporting luminaries. "Babe" Ruth, the King of Swat, was on hand and "Babe" agreed to start the first heat of a feature match and Ruth handled the "cannon" in a nifty manner. Murray Hulbert, President of the Board of Aldermen, was on hand as well and Murray fired the gun for another event. Many cyclists of other days were on hand. Joe Judge came in with Charley Ertz, an amateur champion of years back, while Eddie McDuffee, a paced king of the '90s, as well as Hugh Brown and Henry Van den Dries, the former "novice king," and others came and saw and were impressed.

Two sprint match races were "tapped" on the opening night. Bobby Walthour, Jr., son of the veteran, met Jake Magin, the Newarker, in a match race and Bobby Junior beat Jake two straight heats. Ray Eaton, son of Jay Eaton, the former "Indoor King;" Alfred Goulet, who was

given a great hand by the fans when he made his first appearance, and Orlando Piani, the Italian, met in a three-cornered match and Eaton, who is turning a great pair of ankles these days, won the first and third heats, Piani taking the second session, Eaton being the second man in that heat.

Tom Bello, the Brooklynite; Cecil Walker, the Australian, and Aleck McBeath, another Antipodean, carried off the first prizes in the other professional sprint races. Bello romped home a winner of the half-mile handicap, while Cecil Walker accounted for the five-mile open for the professionals, while McBeath, who is being touted as the "Miss-and-Out King" these days, won that event. Each event was snappy and the Miss-and-Out event took very well with the crowd.

The final event of the evening was a 25-mile motor-paced race between George Colombatto, the Italian; Percy Lawrence, San Francisco, and Jackie Clarke, the "Rocket," who is going to follow that game this season. Clark got away first with Colombatto second. Colombatto, however, soon passed Clark and Lawrence did likewise. Then Lawrence took the lead from the Italian, and looked like a winner when he punctured in the last mile and had to be content with third, Colombatto winning in 39:46 1/5. Colombatto and Lawrence had the people on their feet with a few brushes, the San Francisco lad outgaming the Italian in each struggle.

Walter Skarbek, a member of the Bay View Wheelmen, starting from 70 yards, captured first place and the automobile that goes with it, in the two-mile amateur handicap, the feature amateur race. Two bad spills near the finish spoiled the race somewhat. Anthony Benezatti, the U. S. I. rider, was second from 120 yards, and Burton Fenn, son of "Bill" Fenn, the "Wheatcake Champion," was third from 120 yards. Willie Grimm, the Newarker, was fourth from scratch. The

open race for the amateurs at a mile was taken by Frank Bartell, the Newarker, who beat out John Otto, Newark; E. C. Bendi, U. S. I., and Sammy Gastman, Newark, in that order. Edward Gulick journeyed up from Rahway, N. J., and took the novice race. Summaries:

Half-Mile Novice—Won by Edward Gulick, Rahway; second, Nick Moccia, New York. Time, 1:09.

Two-Mile Handicap, Amateur—Won by Walter Skarbek, Newark, 70 yards; second, Anthony Benezatti, New York, 120 yards; third, Burton Fenn, Newark, 120 yards; fourth, Willie Grimm, Newark. Time, 4:13 3-5.

One-Mile Open, Amateur—Won by Frank Bartell, Newark; second, John Otto, Newark; third, E. C. Bendi, New York; fourth, Sam Gastman, Newark. Time, 2:09 3-5.

Half-Mile Handicap, Professional—Won by Tom Bello, Brooklyn, 45 yards; second, Gordon Walker, Australia, 30 yards; third, Alfons Verraes, Belgium, 25 yards; fourth, Willie Coburn, Newark, 35 yards. Time, 55 3-5 seconds.

Miss-and-Out, Professional—Won by Aleck McBeath, Australia; second, Cliff Papworth, Australia; third, Anthony Young, Newark; fourth, Willie Coburn, Newark. Time, 5:49 3-5. Distance, 2 5-6 miles.

Five-Mile Open, Professional—Won by Cecil Walker, Australia; second, Edward Madden, Newark; third, Reggie McNamara, Australia; fourth, Alfred Goulet, Newark.

WORCESTER OPENS SEASON

THE Worcester, Mass., cycle track opened for the season on Monday night, May 29, with a fine card of races, the feature of which was a 25-mile motor-paced race in which Vincent Madonna, the Providence Italian, won from Jules Miquel, France, and George Wiley, of New York. The time was 34:49. Willie Keller won the five-mile open pro race from Frank Cavanagh. Denny Connelly beat his brother, Tom, and Ralph Spiers in the half-mile pro. race.

Jed Johnson won the opening race, a half-mile novice, Jed beating out Albert Alto. Sammy Gow accounted for the half-mile amateur race from George Rhodes and Tom Logan. Shep Richmond accounted for the three-mile race from Walter Greenquist and George Rhodes.



Where some cycle racing history will be made. View of New York Velodrome from the first turn, which gives an idea of the great seating capacity of the latest cycle track

Dallas Puts Over Big Week

THE first day of Bicycle Week was a very busy one in Dallas, Tex. The members of the Busy Boys' Bicycle Club staged a decorated Bicycle Parade at 2:30 p. m. and same was a decided success from every point of view, as Dallas has never had any thing of the kind before. Music for the event was furnished through the courtesy of Captain R. R. Day, of the Oak Cliff High School. The band consists of 40 members, and all took part, showing their ability and excellent training, making the parade what it was intended to be, a great surprise.

One of the most attractive features was the three-wheel chariot in which Miss Julia Scott rode as Queen of National Bicycle Week. This feature was not eligible for a prize, as it was a special club feature showing the club colors in blue and gold, of the Busy Boys' Bicycle Club, promoters. Prizes were awarded as follows:

For best decorated bicycle—Won by Frank Nail, loving cup, by Busy Boys' Bicycle Club; second, Johnnie Baise, Palmer tires, by Goodrich Rubber Co.; third, Walton Coleman, sport cap, by Dreyfuss & Son.

For most comical bicycle—Won by Thomas Pilkey, rear racing wheel, by Hans Johnsen; second, Winfield Scott, front racing wheel, by Harry C. Schuett; third, Bill Ball, racing rims, by American Wood Rim Co.

For best novelty feature bicycle—Won by R. C. Hawkins, horn, by Bevin Bros. Mfg. Co.; second, Orrin Pilkey, chain, by Diamond Chain Mfg. Co.; third, Rita Pilkey, pump, by Bridgeport Brass Co.

Little Miss Pilkey was the youngest girl in the parade and was awarded the third prize, as she rode a beautiful new



One of the attractive outfits in the Dallas, Texas, National Bicycle Week parade, Harry Schuett, the enterprising dealer, in the saddle

Hudson bicycle undecorated, displaying the new 1922 model.

Inasmuch as the two leading bicycle clubs of the city, namely: the Star Cycle Club, and the Busy Boys' Bicycle Club, were all there in splendid force, the dealers who organized these two live clubs were fully repaid for the expense attached.

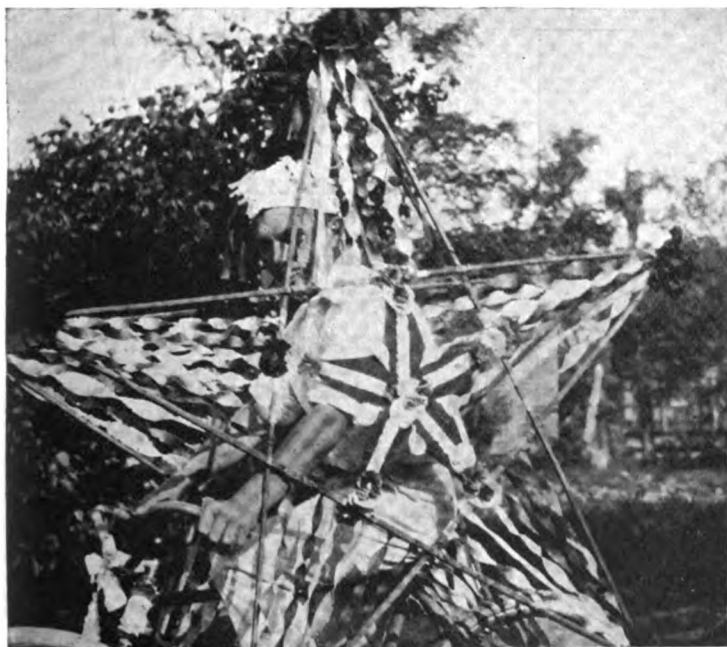
Judges for the Parade were as follows: Mrs. S. E. Walker, Ft. Worth; Mr. Engwald Johnsen, of Hans Johnsen Co., Dallas; Mr. Bell, of Racine Tire Co., Dallas.

For one continuous week races were held in the window of Harry C. Schuett's, 1905 Bryant St., Dallas, Texas. These

races created more enthusiasm than any race for several months. The first race was held on Davis Day and brought many boys into the store that had never been in. These trainer races will be continued at intervals, suitable prizes being offered for the best time made.

Distance made by contestants for ten minutes is as follows: Robert Cadwallader Busy Boys' B. C., 6.75 miles; Orrin Pilkey, Star C. C., 6.55 miles; Tom Pilkey, Busy Boys' B. C., 1, 6.4 miles; Eddie Tosch, unattached, 6.55 miles; J. C. Barnett, Star C. C., 6.37 miles; Herbert Hemphill, Star C. C., 6.35 miles.

Crowded around the windows each eve-



Two more nifty outfits in the Dallas, Texas, National Bicycle Week parade. Left, Orrin Pilkey, second prize winner in best novelty feature bicycle; right, Frank Nail, winner first prize for best decorated bicycle

ning large crowds watched the riders, and the winner of the prize which was given by the Worth Motor Co., was not decided until the last minute.

A number of cities made wonderful showings in the advertising line throughout National Bicycle Week. They were published in a previous issue. Executive Manager McCarthy, of the Cycle Trades of America, states that the reports this year are very satisfactory and will be near record figures when the final tabulation is made.

Other cities that made excellent showings by featuring half-page ads are: Montgomery, Ala.; Douglas and Phoenix, Ariz.; Little Rock, Ark.; Chico, Fresno, Los Angeles, Marysville, Oakland, and Santa Ana, Cal.; Danbury, Conn.; Pueblo, Colo.; Trinidad, Colo.; Savannah, Ga.; Boise, Idaho; Aurora, Cairo, Decatur, Freeport, Rockford, and Rock Island, Ill.; Indianapolis, Kokomo, Marion, Richmond, and Warsaw, Ind.; Cedar Falls, Council Bluffs, and Sioux City, Iowa; Wichita, Kan.; Lexington, Ky.; Shreveport, La.; Portland, Me.; Boston, Fitchburg, Holyoke, and Lowell, Mass.; Flint and Lansing, Mich.; Crookston, Minn.; Kansas City and Springfield, Mo.; Great Falls, Helena and Missoula, Mont.; Fremont and Omaha, Neb.; Atlantic City, Elizabeth, Newark and New Brunswick, N. J.; Amsterdam, Cortland, Elmira, Hudson, Jamestown (two half-pages), New York City and



Walter Wallace on old-timer in Dallas, Texas, National Bicycle Week parade

Rochester, (page and a half); Fargo, N. Dak.; Bellefontaine, Elyria, Fostoria, Hamilton, Piqua, Salem, Sandusky, and Youngstown, Ohio; Medford and Salem, Ore.; Chester, Pittsburgh, Scranton, and Williamsport, Pa.; Westerly, R. I.; Sparanburg, S. C.; Sioux Falls, S. Dak.; Chattanooga, Memphis, and Nashville,

Tenn.; Au tin, Galveston, Dallas, Fort Worth, Houston, and Wichita Falls, Tex.; Petersburg, Va.; Seattle and Walla Walla, Wash.; Parkersburg, W. Va.; Fond du Lac, Wis.

Executive Secretary H. J. McCarthy, of the Cycle Trades of America, wants the dealers to stage races on July 4. The C. T. A. will help out on prizes and any dealer that contemplates conducting a race need only apply to Mr. McCarthy at 35 Warren street, New York City, and he will supply all necessary information.

BICYCLE PARADE AT COLORADO SPRINGS

Colorado Springs, Col.—The Colorado Springs bicycle dealers marked up another big success May 6 when they made a spectacular close of Bicycle Week by having a monster bicycle parade. Over seven hundred bicycle enthusiasts of all ages took part and the entire town turned out to see the affair. The parade was led by the band, followed by the bicycle squad of the Police Department, all dolled up and their stars shined up especially for the occasion. Following them were little tots three and four years old, mounted on tricycles. Then came the decorated floats and fancy costumes. An interesting section of the parade was several old model bicycles, including a 53-inch Columbia ordinary, which was ridden by Mr. John W. Garrett. Mr. Garrett was the undefeated champion of the world on this very machine 35 years ago. He wore a big sign on his back which read: "I rode this 30 years ago." Dealers financing and supporting the venture were: W. I. Lucas Sporting Goods Company, Ed. Ryan, G. W. Tiger & Son, Wm. Bobbit, and G. W. Scheff & Son.

RAIN DIDN'T STOP 'EM

Fostoria, Ohio—The bicycle races, which concluded Bicycle Week, were successfully run off Saturday afternoon in spite of the heavy rain. Results: One-half mile race, for boys under 12 years of age—First, Claude Steadman; second, J. Harriman; third, F. Morley, and fourth, A. Luhring. Time, 1:31. One-half mile, for boys under 14 years of age—First, O. Luhring; second, J. Hayfield; third, A. Altweis, and fourth, D. Sheldon. Time, 1:29 1-2. One mile handicap—First, E. Steadman; second, L. McClellan; third, Joe Speed; fourth, J. Stevenson. Time, 3 minutes. Four and one-half mile handicap—First, E. Steadman; second, Joe Speed; third, M. Burke. Time, 13:45.

AKRON DEALERS CELEBRATED

Akron, O.—General observance of National Bicycle Week was evidenced in Akron and surrounding small towns. Participating in the special national week sales promotion were the following leading Akron firms: Akron Cycle & Supply Co.; Century Cycle Co.; Coleman's Cycle Co.; the Buckeye Cycle Co. and the Wagner Cycle Co. Conditions here are greatly improved and dealers are looking forward to one of the most active seasons in many years.

CARNIVAL AT SEATTLE

Seattle, Wash.—The Greater Seattle Bicycle Club held a masquerade carnival and rally on Friday evening of Bicycle Week. Among prizes awarded to winners of games and contests were two gold watches. The prizes were given for the best decorated bicycle, the best costume, sack race blind-fold boxing match, three-legged race, boys' dancing contest, doughnut and ice cream eating contests, and a candy on the string contest.



A novel float in the Coronado, Cal., bicycle parade. Five high-school students made up Si Perkins' family, and the Appeal Mfg. & Jobbing Co. made the tandem outfit



When National Bicycle Week came along the York, Pa., dealers banded together and staged a cycle show in connection with the big week. The above photo shows part of the exhibition

GOULLET WINS A DOUBLE

ALFRÉD GOULLET, the former navy lad, won two races at the Newark Velodrome on Sunday, May 28, Goulet taking the two-mile handicap from scratch and the ten-mile single-paced open. Goulet in the handicap soon had Aleck McBeath, who had ten yards, and McBeath and Cecil Walker, at 60 yards, overhauled the long-markers and at sprinting time McBeath carried Goulet to a win and also finished second.

In the ten-mile race ten pacemakers were put in and they were sent out to kill off the "dead ones." They did and they made such a successful job of it that at the half-way mark there were only three riders even, they being Goulet, Ray Eaton and Alfred Grenda. Others in the race were one lap back, the riders in the rear being Willie Hanley, John Bedell and Percy Lawrence. Frank Cozzolino was two laps back. At sprinting time, Eaton, Goulet and Grenda had the sprinting all to themselves with Goulet beating Eaton and Grenda in that order. John Bedell forgot to sprint the extra lap and Willie Hanley beat him for fourth.

Orlando Piani, the Italian, was in superb form at Sunday's races and he took Frank Kramer into camp in a mile match race. Kramer won the first heat in a very classy manner, but in the second and third he did not seem to use very good headwork and Piani, taking the lead at the opportune time in the second and third heats, won both and the match.

Eddie Madden and Harry Kaiser met Alfred Grenda and Reggie McNamara in a team match and the victory went to the former team in two straight heats after Grenda and McNamara, who won the

first heat, were disqualified for rough riding. Aleck McBeath captured the miss-and-out race for the pros, the race marking the return to active competition of Fred Hill. Fred failed to finish in the money.

Willie Grimm won the two-mile Class A race for the amateurs. Fred Spencer, the Plainfield "Simon," falling. E. C. Bendi, the Unione Sportiva Italiana rider, took the two-third-mile amateur handicap and John Conover, a localite, accounted for the novice. Summaries:

Half-Mile Novice—Won by John Conover; second, George Irwin. Time, 1:11.

Two-Third Mile Handicap, Amateur—Won by E. C. Bendi, 60 yards; second, Sam Gastman, 40 yards; third, Carl Holzswartz, 80 yards; fourth, Michael Rajoppi, 80 yards. Time, 1:15 4/5.

Two-Mile Class A, Amateur—Won by Willie Grimm; second, John Otto; third, Willie Beck; fourth, Sam Gastman. Time, 4:04 1/5.

Miss-and-Out, Professional—Won by Aleck McBeath; second, Willie Hanley; third, William Erskine; fourth, Charley Osteritter. Time, 8:39 2/5. Distance, 4 miles.

Two-Mile Handicap, Professional—Won by Alfred Goulet, scratch; second, Aleck McBeath, 10 yards; third, Larry Gaffney, Brooklyn, 115 yards; fourth, Willie Coburn, 50 yards; fifth, Willie Spencer, scratch. Time, 3:54 3/5.

Ten-Mile Open, Professional—Won by Alfred Goulet; second, Ray Eaton; third, Alfred Grenda; fourth, Willie Hanley; fifth, John Bedell; sixth, Percy Lawrence. Time, 20:02 2/5.

GREAT RIDE BY SPENCER

ARTHUR SPENCER, the former champion, made the natives sit up and take notice at the Newark Velodrome on Decoration Day, when he beat Orlando Piani, the Italian, in the second and deciding heat of a match race. Spencer had won the first heat from the rear in handy style. In the second heat Piani led by two lengths going into the last turn, but Spencer just "walked" the pedals

and lunged his wheel over the line a winner. The last eighth was timed in 12 seconds, but unofficial watches caught Artie in 11 4/5 seconds.

Ray Eaton met Frank Kramer in a match race and Eaton rode by Frank in the last lap in the first heat and won by taking the lead early in the second heat. Eaton also accounted for the five-mile open race, which was paced by five riders. Alfred Grenda was second, Alf beating out Alfred Goulet, Willie Hanley, Jake Magin, Reggie McNamara and Cecil Walker.

A three-cornered match race between Eddie Madden, Harry Kaiser and Alfred Goulet was won by Madden, who took the second and third heats after Goulet had won the first. Kaiser was third in all three heats.

One of the most torrid handicaps among the pros, ridden so far this year was the two-mile event, which was won by Alfred Grenda, a scratch man, in 3:45 3/5. Clif Papworth hung like grim death to Grenda and was carried into second place, he beating out Bill Erskine and Willie Hanley. Summaries:

Half-Mile Handicap, Amateur—Won by Harold Brower, 80 yards; second, William Hueber, 90 yards; third, Harry Young, 80 yards; fourth, F. C. Smith, 65 yards. Time, 55 2-5 seconds.

One-Mile Class B, Amateur—Won by Michael Rajoppi; second, Joe Lindner; third, Lester Verboek; fourth, Joe Osterhuber. Time, 2:00 2/5.

One-Mile Class A, Amateur—Won by Willie Grimm; second, Sam Gastman; third, Walter Skarbek; fourth, Frank Bartell. Time, 1:56 4-5.

Two-Mile Handicap, Professional—Won by Alfred Grenda, scratch; second, Clif Papworth, 70 yards; third, Bill Erskine, 115 yards; fourth, Willie Hanley, 10 yards. Time, 3:45 3-5.

Five-Mile Open, Professional—Won by Ray Eaton; second, Alfred Grenda; third, Alfred Goulet; fourth, Willie Hanley. Time, 9:58 1-5.

ON THE BELL LAP

Live Comment on Current Cycle Happenings

By Walter A. Bardgett

NEWARK cash-chasing pros. are winning in New England. Willie Keller and Tommy Fitzsimmons copped at Revere Beach on the opening night. Now Michael De Orio goes hunting at Providence and takes the three-mile open on the opening night.

* * *

Clarence Carman and Vincent Madonna are starting out for the honors of scoring the most points in paced races this year with a vengeance. In the first four paced races this season, in which Carman and Madonna competed in two of them, they each scored one win and one second.

* * *

Night racing will start at the Newark Velodrome on Wednesday, June 8. After that meet the entire circuit, Newark, New York, Philadelphia, Providence, Revere Beach, New Bedford and Worcester, will be going full blast. There will be a tired bunch of riders, pacemakers, managers, etc., along about July 1.

* * *

D. J. McIntyre, president of the Amateur Bicycle League of America, underwent an operation for appendicitis on Friday, May 26, at the Community Hospital, 103d street, New York City, and his many friends will be pleased to hear that the latest bulletin from the hospital is that he is resting comfortably and he will be O. K. shortly and ready to tackle the various duties of the League.

* * *

The pacemakers for this season up in the New England territory include Carl Ruden, Charley Steir, Frank Jeehan, A. Gaetofa, Napoleon Morin and Rudy Lehman. Jimmy Hunter, John Schlee, Norman Anderson and Eddie Root will pace at New York and the Point Breeze Velodrome, Philadelphia. Peter Markey and "Speedy" Vandeberry may also pilot the paced-riders.

* * *

There is hardly a question but that Fred Spencer, the Plainfield amateur, is topping all of the amateurs in this section of the country. In the first six race meets at the Newark Velodrome the Plainfield lad won five firsts and a second and punctured once. Not a bad record. Spencer is certain to develop into one of the best of the country's riders and looms up as the next champion.

* * *

Worth Mitten's "comeback" has inspired another Iowan to follow suit. Charles G. Gilson, of Centerville, Ia., writes in that back in the late 90's he used to be a real speeder in his home town, Burlington, and he had ambitions to become a professional racing man, but good tracks and trainers and time was a severe handicap and, as he says, he is still making a living at the art preservative and the printing game. After a lapse of 21 years he got the riding fever again and opened the season by buying a track racer with road equipment and he goes out in the morning on trials and says he feels the returning youth. He is planning a 120-mile run from Centerville to Burlington just to see if Old Man Time is kidding him or not.

* * *

A New Bedford paper, in commenting on the opening of the Cycledrome, has the following to say: "For the first time since the Cycledrome was opened, all events were run off with a snap and precision. There was no waiting between numbers and just as quick as one race was over, Manager

Cadwell and Clerk of Course Crossley had the riders for the next race out on the track. As a result the entire card was completed a few minutes after ten o'clock." Frank Cadwell, the old time rider and manager of the New Bedford track, has started the season right. Nothing spoils racing as much as tedious delays. Running events with pep and snap has made racing at other tracks and satisfies the crowd.

* * *

It was to be hoped that the Amateur Bicycle League of America and the National Cycling Association would be great little brothers during this season, but it seems as though that was not to be. The New York Velodrome opened this week, but the A. B. L. urged that all of its riders refuse to compete at the New York track until such an agreement was reached. The League sent out a notice to the press saying that the New York Velodrome officials had stated that the A. B. L. and the N. C. A. had ended their squabble and that any rider was eligible to compete there. A. B. L. riders competing in N. C. A. races will be suspended, so the notice states.

* * *

Bob Spears, the Australian sprinter, writes saying that he journeyed up to Geneva, where he is located for a few weeks, and that he journeyed up for a trimming, Ernest Kauffman taking him for a match. Spears says that he is stout, but that he will get going soon. Work is the last thing that a bicycle rider likes to tackle, but it looks as though Bob better get acquainted with Old Man Work and get busy. Worth Mitten, who just arrived over the roads from Iowa, 1,300 miles, says that is just the trip that Spears needs. Sure he needs it, but I would like to see him do it. Spears, however, says he hopes to be fit at Grand Prize of Paris time. Bob won two of them and he hopes to make it three in 1922.

* * *

Worth Mitten, the Iowa lad who is doing a "come-back," arrived in Newark late last week and immediately reported at the Newark Velodrome and to Mine Host Gilchrist, proprietor of the Broken Inn, next door to the Velodrome, that he was in excellent shape. Mitten covered 1,300 miles in eight days, which included a few detours. With Mitten came Russel Lange, the Davenport amateur, who will try his speed against the best in this part of the country. At the Velodrome on Sunday Mitten watched the miss-and-out race very



Fred Spencer, Plainfield, N. J., amateur, who is looked upon as the next amateur champion

closely and decided that he did not care to be tossed in among that bunch of lions, so Mitten has hied himself to the New England circuit, where he will try the paced game. He should do well at that this season as there is plenty of work for all hands.

* * *

Joe Palmier and George Mulder, the former an old New Yorker, and the latter a Coast cyclist, were introduced at the Newark Velodrome on Sunday as prospective amateur contestants. Palmier and Mulder arrived in Newark last Saturday after completing a trip from Los Angeles by flivver and training along the route when the roads became fit for training. The trip was one of 3,500 miles and it took them 14½ days of actual driving to do the trick. When convenient they stopped at hotels, but most of the time it was not that convenient, the pair camping out. The riders ran into rough weather at Williams, Arizona, and into a heavy rain in California. They came on through New Mexico, Colorado, Kansas, Missouri, Indiana, Ohio, West Virginia, Pennsylvania and New Jersey to Newark.

* * *

Boys watch to your laurels. Ernie Ohrt pens me that he is doing 12 1-5 seconds for an eighth-mile on cement tracks. Ernie met Mori, Veri and Moretti, the Italian sprinters, and Willie Lorenz, Germany, at the opening of the Verona, Italy, track on Sunday, May 14, and he took 'em, boys, he took 'em. The race was a five-heat affair along alternance lines. In the first session Mori beat Moretti and Verri. In the second Ohrt trimmed Mori and Lorenz and ankleed the last eighth in 12 1-5. In the third heat Ohrt beat Lorenz and Verri, doing the last eighth in 12 2-5. In the fourth heat Mori won from Ohrt and Moretti, and in the fifth heat Verri won over Lorenz and Moretti. On points Ohrt won with 9; Mori had 8; Verri, 6, and Lorenz, 5. Lorenz, 10 meters; Moretti, 25 meters, and Ohrt, scratch, was the way the pro. handicap finished. Boy, page Johnny Chapman and have him book E. Ohrt. He's trimming all of Johnny's stars. Ohrt also won a ten-kilometer (6.1 miles) point handicap at Verona with 6 points. Moretti and Lorenz were tied for second place with five points.

* * *

It seemed like "Old Home Sunday" at the Newark Velodrome last Sunday and I don't know where they all came from, but one by one they gathered in the infield. It must have been Worth Mitten's much-heralded "come-back" that drew the old timers to the track. In addition to Mitten one rubbed shoulders with Johnny Lake, who has not ridden for 20 years or more and who says there's no chance for him to do a "come-back"; George Cameron, of "General Villa" fame; Walter De Mara, the Coast anker; Elmer Collins, a paced champion back in 1909-1911; Fred Hill, who really did return to competition; Chester Smith, the Long Island postman; Donald McDougall, an old amateur king; Walter Schlee, who was enjoying his first day of his vacation (Walter's wife went away for the Summer); Frank Hagney, oarsman, moving picture hero and dare devil; Hugh Brown, of the old King's County Wheelmen; Charley Hadfield, oarsman and cyclist and actor, and a number of old birds who are still lining up every Sunday at the Newark bowl. After the races a convivial gathering at a nearby soft drink bazaar brought out tales of races ridden many years ago. It was wonderful to hear the chatter after the bull was unleashed.

George Hess Wins Brooklyn Race

Empire City Wheelmen Member Wins "Coney Island Handicap" Run by That Club on Decoration Day

IN one of the most keenly contested races ever run since the inauguration of the "Coney Island Handicap," George Hess, of the Empire City Wheelmen, the promoting organization, won the ninth revival of this classic of American cycling in a close finish from a mass of about 40 cyclists finishing in a group on the Ocean Parkway, Brooklyn, May 30. This finish is a reminder of the great finish staged in the race of 1903, when 40 riders also finished in a compact mass, and as on that occasion the picking of the winners was an extremely difficult task, the only riders whose position is assured were the first three to finish, Hess the winner, William Heinsburg, second, representing the North Hudson Wheelmen, and John Riley, the genial secretary of the Empire City Wheelmen, third. It is about time Riley was picked because in the last two races run he was overlooked when the winners were picked, and John was beginning to believe a jinx was pursuing him.

Hess surprised the members of his own organization by his great finish, he coming out of the pack about 150 yards from the finish, and jumping away from the field, literally throwing his wheel over the line to win by close to twenty yards. Heinsburg, the North Hudson Wheelman rider just lasted to beat Riley over the line. Picking the rest of the field proved anything but an enjoyable task, and it was

close to 2 o'clock before the officials decided on the prize winners as listed hereafter.

The race went off promptly at 9:35, and the riders on all the marks deceived by the speed of the course started off as though it was a half-mile sprint race. Quite a few burned themselves out in the first lap or two, and when the test came at the finish, found they were lacking in that little something which wins races.

Joe Schaefer the Acme Wheelman star won the time prize in 1:00:54, just 15 seconds slower than Anthony Beckman's time in the Century Road Club Association's race on May 14. Beckman was unfortunate to puncture or rim-cut, but displayed great gameness in riding the last three or four miles on a near-flat. Schaefer beat out his club mate John Amabile by inches with Harry Hoglander, Century Road Club Association, in third position, just nosing out in turn, William Wherry of the Empire City Wheelmen, thus reversing their positions in the last race, when Wherry just led Hoglander over the tape.

Bert Marquart did some queer riding in the scratch bunch, and whether intentional or not certainly switched the scratch group all over the road. A protest has been lodged with A. R. Jacobson of the Board of Referees, who has deferred action until he can secure Marquart's version of the affair. The race

was well attended, and is a forerunner of a renewal of the magnificent "Coney Island Handicaps" of earlier days, the Empire City Wheelmen intending to make this race an annual fixture.

The police protection was of the highest, thus relieving the riders of all fear of being hit by autos or annoyed by pedestrians, and has earned the police officials of the Borough of Brooklyn the highest praise from the cyclists of the metropolitan district.

R. Schneider, a relative of the national champion, Art. Nieminsky, was the unlucky individual in this race, injuring his collarbone in an accident caused through a spill or other unknown cause. If Schneider's case is any criterion, Brooklyn people of that section deserve commendation for honesty. Schneider's bicycle was forgotten after the accident until several hours later, when Nieminsky started looking for it, only to find it undisturbed about a half-mile down the path, all by its lonely.

Old "Pop" Wollenschlager, who first started riding when Zimmerman won the amateur championship of America, finished in this race, and won a chain for the oldest rider to finish. "Pop's" time was between 1:15:00 and 1:20:00, and was remarkable considering that the gentleman in question is pretty close to the three-score mark. 125 riders actually



Roulette wheels are not the only kind they have at Monte Carlo. Here are a bunch of French beauties lined up for their part in athletic games on the lawn in front of the famous gambling Casino

started, and nearly 100 finished, spills, punctures and other mechanical troubles accounting for the few that failed to finish. The race was run under the auspices of the Empire City Wheelmen and under the sanction of the Amateur Bicycle League of America, and like all A. B. L. events was of the highest order. Results:

Pos.	Rider and Club.	Hdcp.	Time.
1	G. Hess, E. C. W.	5:30	1:03:45
2	Wm. Heinsburg, N.H.W.	4:00	1:02:17
3	John Riley, E. C. W.	6:00	1:04:17 1-5
4	Wm. Taylor, E. C. W.	5:00	1:03:17 2-5
5	H. Hoglander, C.R.C.A.	3:30	1:01:47 3-5
6	Chas. Relsen, N. H. W.	5:30	1:03:47 4-5
7	Wm. Napier, E. C. W.	7:00	1:05:18
8	Jos. Caldwell, C.R.C.A.	3:30	1:01:48 1-5
9	John Henderhot, J.C.W.	4:30	1:01:48 2-5
10	Victor Ornstead, E.C.W.	4:30	1:01:48 3-5
11	Paul Lindau, A. W.	5:00	1:03:18 4-5
12	A. Valenti, U. S. I.	5:00	1:03:19
13	Irving Markow, E.C.W.	5:00	1:03:19 1-5
14	R. Galli, U. S. I.	5:30	1:03:49 2-5
15	V. Haarstick, E. C. W.	5:30	1:03:49 3-5
16	Adam Cocce, G. V. W.	5:00	1:03:20
17	Jas. Seawell, A. W.	5:00	1:03:20 1-5
18	R. de Crescenzo, U. S. I.	6:30	1:04:50 2-5
19	H. Schlessman, A. W.	4:30	1:02:50 3-5
20	O. Eisele, U. S. I.	6:00	1:04:20 4-5
21	Nat. Smith, C.R.A. of A.	4:00	1:02:21
22	J. Viana, C.R.C. of A.	6:00	1:04:21 1-5
23	L. Orsini, U. S. I.	7:00	1:05:21 2-5
24	T. W. French, Unat.	3:30	1:01:51 1-5
25	Salvatore Grasso, A. W.	5:00	1:03:21 2-5
26	E. Perry, C. R. C. of A.	4:00	1:02:21 3-5
27	T. Azzolino, U. S. I.	8:00	1:06:22
28	Axl Timmons, B. V. W.	7:00	1:05:22 1-5
29	Thos. La Rossa, U. S. I.	7:00	1:03:22 2-5
30	John Farina, E. C. W.	7:00	1:05:22 3-5
31	J. Siciliano, U. S. I.	5:00	1:03:22 4-5
32	J. Becker, U. S. I.	5:00	1:03:23
33	A. Wright, E. C. W.	6:00	1:04:23 1-5
34	R. A. Rom, E. C. W.	5:30	1:03:53 2-5
35	Michael Riggio, I.A.G.A.	6:30	1:04:53 3-5

TIME PRIZE WINNERS

1	Jos. Schaefer, A. W.	Scr.	1:00:54
2	John Amabile, A. W.	Scr.	1:00:54 1-5
3	H. Hoglander, C.R.C.A.	Scr.	1:00:54 2-5
4	Wm. Wherry, E. C. W.	Scr.	1:00:54 3-5
5	A. Nieminsky, U. S. I.	Scr.	1:00:54 4-5
6	B. C. Marquart, C.R.C.A.	Scr.	1:00:55
7	W. Caldwell, C.R.C.A.	Scr.	1:00:55 1-5
8	A. Beckman, N.H.W.	Scr.	1:00:55 2-5
9	H. Hoglander, C.R.C.A.	3:30	1:01:47 3-5
10	Jos. Caldwell, C.R.C.A.	3:30	1:01:47 4-5

Guide to clubs: E. C. W., Empire City Wheelmen; N. H. W., North Hudson Wheelmen; C. R. C. A., Century Road Club Association; C. R. C. of A., Century Road Club of America; J. C. W., Jersey City Wheelmen; A. W., Acme Wheelmen; U. S. I., Unione Sportiva Italiana; G. V. W., Greenwich Village Wheelmen; B. V. W., Bay View Wheelmen; I. A. G. A., Italian-American Gymnastic Association; Unat., unattached.

U. S. I. RIDERS WIN

OTTTO EISLIE, sporting the colors of the Unione Sportiva Italiana, rode into first place in the 25-mile handicap Sunday, May 28th, on the Pleasantville Boulevard. A fellow member and national champion, Arthur Neiminsky, accounted for first time honors, finishing in the fast time of 1:05:30.

A thousand or more spectators lined the course at the finish as well as at the turns and were so interested that the officials had their hands full keeping the finish line open for the riders to pass through. Van Doren & Hemple, the leading Bicycle Boosters of Atlantic City, are responsible for the splendid showing. Results:

Pos.	Rider and Club.	Hdcp.	Time.
1	Otto Eislis, U. S. I.	6:00	1:10:00
2	Chas. Higgins, A. C. W.	6:00	1:10:00 1-5
3	A. Mathews, A. C. W.	14:00	1:18:30
4	W. McLean, Unat.	10:00	1:14:35
5	Finished without number.		
6	Alstead Jobin, Unat.	11:00	1:14:35
7	F. Pierce, Unat.	11:00	1:14:38
8	Hans Korte, Unat.	10:00	1:14:39
9	Chas. Dougherty, Unat.	11:00	1:15:39
10	Joe McConnell, A. C. W.	4:00	1:08:40
11	T. C. French, Unat.	4:00	1:08:40 1-5
12	Wm. Yarwood, Q.C.C.A.	4:00	1:08:40 2-5
13	C. Van Doren, A. C. W.	4:00	1:08:40 3-5
14	Harold McLean, A.C.W.	7:00	1:11:41
15	Edward Tuense, Unat.	12:00	1:17:00
16	R. Rice, Unat.	9:00	1:14:05



Maurice Schilles, who is tied with Gabriel Poulain for French title, each having scored 15 points

17	Wm. Sanderson, A.C.W.	9:00	1:14:05 1-5
18	Harold Smith, Unat.	8:00	1:13:30
19	Fulton Short, Q. C. C. A.	2:00	1:07:35
20	Wm. Canfield, C.R.C.A.	8:00	1:13:00
21	A. Nieminsky, U. S. I.	Scr.	1:05:30
22	Bert Marquart, C.R.C.A.	Scr.	1:05:30 1-5
23	J. G. Flatow, C.R.C.A.	Scr.	1:05:30 2-5
24	J. McBride, Pnat.	8:00	1:19:00

TIME PRIZE WINNERS PLACES

1	Arthur Nieminsky, U. S. I.	1:05:30
2	Bert Marquart, C. R. C. A.	1:05:30 1-5
3	J. G. Flatow, Washington	1:05:30 2-5
4	Fulton Short, Q. C. C. A.	1:07:35
5	Joe McConnell, A. C. W.	1:08:40

TAX CYCLES IN CANADA

THE growing use of bicycles for touring purposes and for sight-seeing in Canada, has led to the passing of an Order-in-Council by the Canadian Government at Ottawa which provides for the licensing of bicycle stores or bicycle liveries in parks throughout the Dominion.

The regulations just passed require a license with a fee of \$1 per year for every person owning or keeping a bicycle store in a Federal Park. For bicycle liveries, from which wheels are publicly rented, a license fee of \$1 is required for the first bicycle and 50c. per year for each additional bicycle.

The main purpose of the license system is not to derive revenue but to regulate and control the various forms of business which are being conducted in the Federal Parks.



Paul Ottofaro, of New York, star member of Italian-American Gymnasium Association, who is making good in amateur races around Manhattan

FOREIGN CYCLING GOSSIP

FRANCIS PELISSIER, the French road rider, accounted for the 587-kilometer (364.7 miles) road race between Bordeaux and Paris on Sunday, May 15. He was timed in 21 hours, 56 minutes and 16 seconds. Louis Mottiat, Belgium, was second and Emile Masson, another Belgian, was third. Eugene Christophe, France; Romain Bellenger, France; Henry Suter, Switzerland, and Alfred Steux, Belgium, finished as named. The race was finished at the Velodrome Parc des Princes, Paris, and a card of sprint and paced races were held while waiting for the finishers. Bill Bailey, England, defeated Marcel Dupuy, France, in a match, Bailey winning the second and third heats. Oscar Egg, the Swiss, won a single paced match against Charles Deruyter, Belgium, and Ken Ross, Australia.

At Geneva, Switzerland, Ernest Kaufmann, the Swiss, accounted for a match race against Bob Spears, the Australian, the same day. Kaufmann won in straight heats.

Alois Degraeve accounted for the first contest for the pro. sprint championship of Belgium at Liege on May 14. Joe Van Bever was second. Henry George and M. Vandebosche were tied with five points each in the amateur class.

Pierre Sergent, former French sprint champion, defeated Peter Moeskops, the world's champion; Gerard Leene, Holland, and Victor Dupre, France, in the open race at Roanne, France, May 14.

TIE IN NEW BEDFORD

A THREE-MAN three-heat motor-paced race was the feature at the New Bedford Cycledrome, Monday night, May 29, with Victor Linart, Belgium; Frank Corry, Australia, and Clarence Carman, Long Island, as starters. The distance of the heats were ten miles and the three heats were timed in 14:38, 14:45 2/5 and 14:32 4/5, respectively. Carman won the first heat, with Corry second. Corry won the second with Linart second and Linhart took the last heat with Corry second. The table of points scored in the three heats is as follows:

	Heats			Pts.
	1st	2nd	3d	
Corry	2	4	2	8
Linart	1	2	5	8
Carman	3	1	1	5

The summaries of the other races:

Three-Lap (3-7-mile) Novice—Won by Joe Depanni; second, Gene Duffley. Time, 53 1-5 seconds.

Four-Lap (4-7-mile)—Won by Romeo Goddu, 10 yards; second, Roland Seignin, 35 yards; third, Charles Procoeni, 25 yards; fourth, James Coe, 35 yards. Time, 1:10 3-5.

Miss-and-Out, Amateur—Won by Romeo Goddu; second, Albert Crossley; third, Charles Procoeni; fourth, L. Harten. Time, 4:37. Distance 1 6-7 miles.

Three-Lap (3-7-mile) Match—Won by Albert Crossley; second, Fred Jarvis. Crossley won all three heats.

Three-Lap (3-7-mile) Handicap, Professional—Won by Archie Villa, 55 yards; second, A. Petalano, 55 yards; third, R. Blomstrom, 40 yards; fourth, E. Montecalvo, 50 yards. Time, 49 4-5 seconds.

Two-mile Open, Professional—Won by Frank Depanni; second, Louis Gilson; third, Vincent Markey; fourth, H. Norantonio.

MIQUEL LEADS AT REVERE

JULES MIQUEL, the classy French rider, was the winner of the feature paced race at the Revere Beach Cycle Track on Saturday night, May 27, the lad from across seas leading George Wiley, the New Yorker, and Charles Verkeyn, the Belgian, home in that order in a 30-mile race in 42:46 1-5. Wiley took the lead at the start, but in the eighth mile, encountered trouble and lost a lap and a half. After getting going again he made up a lap, but Miquel had enough to hold him to a half-lap lead at the finish.

Frank Drobach and Frank Cavanagh won the professional races, Drobach taking the handicap at one-third mile and Cavanagh, the five-mile open. A. J. Robertson and Leo Maggoli accounted for the amateur events. Summaries:

Half-Mile Novice—Won by Joe Shumak; second, Joe Klenger. Time, 1:09 4/5.

Half-Mile Handicap, Amateur—Won by A. J. Robertson, 85 yards; second, Frank Logan, 80 yards; third, Tom Logan, 105 yards; fourth, George Carmody, 50 yards. Time, 57 2/5 seconds.

Unknown Distance, Amateur—Won by Leo Maggoli; second, Frank Hughes; third, Bert Carmody; fourth, John Tallo. Time, 4:59. Distance, 2 miles.

Third-Mile Handicap, Professional—Won by Frank Drobach, 95 yards; second, John Barry, 105 yards; third, J. B. Rollins, 90 yards; fourth, Walter McKenzie, 95 yards. Time, 35 1/5 seconds.

Five-Mile Open, Professional—Won by Frank Cavanagh; second, Willie Keller; third, Tommy Grimm; fourth, Ralph Spiers. Time, 12:40 1/5.

CARMAN COPS AT REVERE

CLARENCE Carman, Long Island; American Paced Champion George Chapman, of Newark, and Victor Linart, the Belgian and world's champion paced rider, clashed in a 30-mile motor-paced race at the Revere Beach Cycle Track, Wednesday night, May 24, and after a struggle between Carman and Chapman all the way, the former won in 40:52 4-5.

Frank Cavanagh, the erstwhile Irish champion, captured the feature pro. sprint race, the five-mile open, from Willie Keller, Newark, and James Cobert, Newark. Pete Drobach's brother, Frank, annexed the half-mile handicap for the cash division. Summaries:

Two-third-Mile Handicap, Amateur—Won by Robert Lake, Cambridge, 60 yards; second, F. L. Hebb, Everett, 105 yards; third, Charles McDonald, Newton; fourth, Milton Williamson, Revere, 85 yards. Time, 1:19%.

Three-Mile Open, Amateur—Won by Frank Hughes, Arlington; second, Leo Maggoli, East Boston; third, Charles McDonald, Newton; fourth, John Gallo, Boston. Time, 7:20%.

Half-Mile Handicap, Professional—Won by Frank Drobach, South Boston, 120 yards; second, William Cupit, Roxbury, 140 yards; third, Tom Connolly, Arlington, 105 yards; fourth, Nelson McKenzie, Revere, 60 yards. Time, 54 seconds.

Five-Mile Open, Professional—Won by Frank Cavanagh, Newark; second, Willie Keller, Newark; third, James Cobert, Newark; fourth, Archie McDonald, Newton. Time, 11:24%.

LINART WINS AT PROVIDENCE

VICTOR LINART, the Belgian and world's paced champion, captured his first race in America on his latest invasion, at the Providence Cycledrome, Friday evening, May 26. The Belgian beating Jules Miquel, the Frenchman;

George Wiley, of New York, and Frank Keenan, the Revere paced rider." The distance was 30 miles and Linart finished up in 43:28 2-5.

Frank Depanni, the localite, won the mile open for the cash chasers from Oswald Colonna and Vincent Markey. Archie Villa accounted for the two-mile pro. handicap, and in a team pursuit race Colonna and Eugene Montecalvo won from Willie Upton and Rudolph Blomstrom. L. S. Harten and Peter Coulombe won the amateur races. Summaries:

Three-Lap (3/7-mile) Handicap, Amateur—Won by Peter Coulombe, 80 yards; second, Martin Denig, 70 yards; third, Albert Clements, 60 yards; fourth, Howard Petto, 55 yards. Time, 49 2/5 seconds.

Miss-and-Out, Amateur—Won by L. S. Harten; second, F. Jarvis; third, R. Goddeau; fourth, C. Prococini. Time, 4:41 2/5. Distance, 2 miles.

Mile Open, Professional—Won by Frank Depanni; second, Oswald Colonna; third, Vincent Markey; fourth, Michael DeOrto. Time, 2:31 3/5.

Two-Mile Handicap, Professional—Won by Archie Villa, 160 yards; second, G. Prococini, 100 yards; third, Willie Upton, 95 yards; fourth, Rudolph Blomstrom, 110 yards. Time, 4:14 4/5.

Team Pursuit Match, Professional—Won by Oswald Colonna and Eugene Montecalvo; Second, Willie Upton and Rudolph Blomstrom. Time, 4:01 3/5. Distance, 1 4/7 miles.

CYCLISTS AT IRISH GAMES

Ottawa, Ont.—Plans are under way to have Canada represented among the competitors for the bicycle races in the Aonach Thalltean, the Irish Olympic Games, which are to be held in Dublin, Ireland, from August 6 to 13. The Canadian Wheelmen's Association to 13.

GOVERNOR STARTS OPENER

GOVERNOR San Souci, of Rhode Island, acted as a starter at the opening meet of the Providence Cycledrome, Tuesday evening, May 23, the Chief Executive of Little Rhody starting the 25-mile motor-paced race between Vincent Madonna, the Providence Italian; Clarence Carman, the Long Islander, and Charles Verkeyn, the Belgian. Madonna won with Carman second in 35:04 2/5.

Michael De Orto, of Newark, captured the feature professional sprint race, the three-mile open, from Humbert Norantonio, the localite, and Louis Gilson, of Taunton. A. Petalano, a localite, captured the pro. handicap and L. S. Harten and F. Jarvis, both local riders, accounted for the amateur races. Chick Meyer won the half-mile race for the beginners. Summaries:

Half-Mile Novice—Won by Chick Meyer, Providence; second, Victor Garent, Pawtuxet. Time, 1:08%.

Mile Open, Amateur—Won by L. S. Harten, Providence; second, Frank Jarvis, Providence; third, George Angell, Providence; fourth, A. E. Curry, Providence. Time, 2:19.

Two-Mile Handicap, Amateur—Won by Frank Jarvis, Providence; second, Albert Crossley, New Bedford; third, George Angell, Providence; fourth, George Loftes, Providence. Time, 4:20%.

Three-Lap (3/7 Mile) Handicap, Professional—Won by A. Petalano, Providence; second, Archie Villa, Providence; third, G. Prococini, Providence; fourth, Oswald Colonna, Providence. Time, 50% seconds.

Three-Mile Open, Professional—Won by Michael De Orto, Newark; second, Humbert Norantonio, Providence; third, Louis Gilson, Taunton; fourth, Vincent Markey, Passaic; fifth, Tom Fitzsimmons, East Orange. Time, 6:26%.

Pace followers in action in New England. On pole, Napoleon Morin pacing Jules Miquel, France; center, Frank Jeehan piloting Paced Champion George Chapman; top of track, Rudy Lehman pacing George Seres, France

(Photo by Leonard A. Page)

Activities Among the Amateur Cyclists and Clubs

SAKELL WINS AT OTTAWA

OTTAWA, Ont.—The winner of the Victoria Day seven-mile handicap bicycle race at the Rockcliffe Speedway, Ottawa, May 24, proved to be George Sakell, one of the veteran stars of the Roamer Bicycle Club, under whose auspices the annual fixture was staged. Sakell started with the two-minute men and covered the seven miles in 19:35. A feature of the race was the exceptionally close finish, no less than ten of the leading anglers crossing the line within 48 seconds. Sakell just managed to nip Clifton Wiles, of the St. Brigid's Bicycle Club, who had started from the 3 1/2-minute mark, at the tape, winning the race by a bare two inches. Goold, of the Roamers, and Rene Paquette, of the St. Brigid's, also figured in the sprint home.

George Roe, the star rider of the Roamers, again copped the time prize, covering the course from scratch in 18:15 and finishing a good fifth. Ray Thompson, another scratch star, flashed across the line less than a length behind Roe. The latter has made a splendid start for the season, having won the time prize in the three road handicaps already staged in the Ottawa district. The two Moores, Lennox and Owen, of the Capitals, and Harold McLean, president of the Roamers, fought it out with the scratch stars in a sensational sprint to the line.

The youngest competitor was the youthful son of Elsel Marshall, president of the Capital Bicycle Club. This boy, Maynard, was given the limit of seven minutes and finished in 12th place, getting a special prize for his performance. The results:

1. George Sakell, Roamers (2 min.), 21:06.
2. Clifton Wiles, St. Brigid's, (3 1/2 min.) 21:06.
3. A. E. Goold, Roamers, (2 min.) 19:37.
4. Rene Paquette, St. Brigid's, (2 min.) 19:40.
5. George Roe, Roamers, scratch, 18:15.
6. Ray Thompson, Capitals, 18:15 1/5.
7. Lennox Moore, Capitals, (15 secs.) 18:30 3/5.
8. Owen Moore, Capitals, (15 secs.) 18:31 2/5.
9. H. E. McLean, Roamers, (30 secs.) 18:50.
10. Gerald LaGrave, Roamers, (30 secs.) 18:53.
11. Art. Adams, Capitals, (5 min.) 24:00.
12. M. Marshall, Capitals, (7 min.) 26:58.
13. C. V. Catrell, St. Brigid's, (3 1/2 min.) 24.
14. Hugh Barnes, Capitals, (3 min.).
15. Lucien Paquette, Capitals, (3 min.).

Time finish:
1. George Roe, Roamers, 18:15; 2. Ray Thompson, Capitals, 18:15 1/5; 3. Lennox Moore, Capitals, 18:30 3/5; 4. Owen Moore, Capitals, 18:31 2/5; 5. H. E. McLean, Roamers, 18:50; Gerald LaGrave, Roamers, 18:53; George Sakell, 19:35.

C. R. C. A. HOLDS TWO RACES

Brooklyn, N. Y.—A ten-mile Class B race was held on Sunday, May 21, by the C. R. C. A. on the Ocean Parkway.

The event was a handicap, and was won by A. Shad, one minute 45 seconds. He rode a close finish with J. Fried, 45 seconds, who finished second. W. Macdonald and W. Yorlick took third and fourth respectively.

The half-mile point race was won by W. Caldwell. The race was a continuous sprint from the start. J. Caldwell started a "jam" and was taken by J. Tilgner with a quarter mile to go, who tried to hold it to the finish. Near the finish W. Caldwell made his bid and got past, with J. Tilgner second; F. Zleron, third, and J. Caldwell, fourth. Summaries:

Ten-Mile Handicap, Class B—Won by A. Shad, 1:45; second, J. Fried, 45 seconds; third, W. Macdonald; fourth, W. Yorlick, 1:10; fifth, A. Henkin, 1:45; sixth, J. Goldberg, 1:10; seventh, A. Fischer, 45 seconds. Time, 26:22 2/5.

Half-Mile Point Race—Won by Walter Caldwell; second, J. Tilgner; third, F. Zleron; fourth, J. Caldwell; fifth, H. Lindner; sixth, H. Hoaglander.

After the race a pleasure run was held to Rockaway. L. I. Fifteen riders participated. Just after leaving Jamaica one of the riders broke his chain which caused a delay of more than a half-hour. The riders then continued on to Rockaway and return via Rockaway Road to Brooklyn.

ACME'S HOLD ROAD RACE

New York City.—The Acme Wheelmen held their weekly club race Sunday, May 28, over a course measuring 13 miles on Pelham Parkway. Ideal riding conditions brought out a large field, the riders getting their last workout before the 25-mile race on Ocean Parkway on Decoration Day.

The individual honors were captured by Fred Woisin, who is making a "come-back." He won last week's race. Riding from the two-minute mark, he set out after the limit men and when half the distance had been completed had overtaken the field. By steady riding the front markers held off the scratch

men, although their lead was only seventeen seconds at the finish. In the final dash for the tape seven riders came up fighting hard to get the lead. With 100 yards to go Woisin jumped to the front and led home James Seawell, Geo. Cameron, Jr., Arthur Lane and David Corbett in a close finish. Summaries:

Pos.	Rider.	Time.
1	Fred Woisin	2:00
2	James Seawell	2:00
3	Geo. Cameron, Jr.	2:00
4	Art. Lane	2:45
5	Dav. Corbett	2:00
6	J. Fischer	3:30
7	J. Rubin	2:30
8	Joe Schaefer	Scr.
9	Theod. Schliesman	1:00
10	Chas. Comerford	1:00
11	Salv. Grasse	1:00
12	Hugo Schliesman	Scr.
13	Andrew Geiss	2:45

REVIVE AMATEUR TRACK RACES

Pembroke, Ont.—The bicycle track sport was revived at Pembroke, Ontario, on May 24, the Canadian Empire Day, when four events were staged on the half-mile track under the direction of James Anderson, an enterprising dealer of the city. Several out-of-town bicycle racers took part in the races which drew surprisingly large fields in view of the newness of the wheel sport locally. A large crowd witnessed the exciting contests, the results of which were as follows:

Half-Mile Race for Boys—1, O. Biggs; 2, M. J. Snell; 3, L. Sammon. Time, 1:37.

One Mile for Pembroke Riders—1, Henry LaGrave; 2, Robert Bromley; 3, M. J. Neville. Time, 2:48.

One-Mile Open—1, Henry LaGrave; 2, Clifton Taylor; 3, R. Bromley. Time, 2:36.

Half-Mile Open—1, C. Taylor; 2, H. LaGrave; 3, R. Bromley. Time, 1:19.

LaGrave and Taylor are experienced riders and had the open races well in hand, but the showing of R. Bromley caused considerable talk, as he was outstanding among the new riders in the local game.

Dallas, Texas.—The road race held May 14, by Harry C. Schuett was an exciting affair. There were about thirty-five entrants, including the members of the Busy Boys Bicycle Club and Star Cycle Club.

This race was a handicap race, giving every boy a chance to win. The handicap started at the city limits on Lemon Avenue and went to Farmers' Branch, a distance of nine miles and return. Fifteen contestants finished in the following order:

Pos.	Rider	Time
1	J. C. Barnett	49:07
2	Orrin Pilkey	51:35
3	John Harris	55:35
4	George McHam	51:35
5	Thomas Pilkey	51:35
6	Robert Abnot	52:37
7	Earl Rogers	52:38
8	Herbert Hemphill	54:30
9	Frank Nail	56:45
10	Jack Knight	58:30
11	Carl Wilson	58:31
12	Robert Cadwallader	56:30
13	Richard Hickcox	67:30
14	Winfield Scott	65:00
15	Edward Mooring	66:00

CYCLISTS HOLD A PICNIC

Chelsea, Quebec.—A picnic of members of various bicycle clubs was held at Chelsea, Quebec, on May 24. Cyclists riding out from Hull, Quebec, to the picnic grounds in the shadow of the Laurentian Mountains. A variety of impromptu events were run off, such as a slow riding race, standing contest and athletic competitions. The riders enjoyed the outing and the trip was made without mishap or delay of any kind. The results of the feature events were as follows:

Slow Race—1, Alex. Goold, Billing's Bridge; 2, Gerald LaGrave, Ottawa South; 3, George Roe.

Bicycle Standing Race—1, Lennox Moore, Hull; 2, Ray Thompson, Chaudiere.

FROM A WINNIPEG CLUB

Winnipeg, Man.—A bicycle club has been organized in Winnipeg which has been called the Greater Winnipeg Bicycle Club. The first official event of the organization was a ride to St. Norbert on Sunday, May 21, all bicycle enthusiasts in the city being invited to take part. The members and others gathered at the Winnipeg Free Press Building for the start of the ride, which proved to be a fine success.

GRENDA OFF ON VACATION

Newark, N. J.—Walter Grenda, the Bay View Wheelmen's booster, is off on another trip with his bicycle. Walter started today for Chicago via Albany, Syracuse and Buffalo and he will be gone about two weeks. He will ride to the Windy City, but will return by train.

FORM A GIRLS' DIVISION

Brooklyn, N. Y.—On Sunday, May 28, the L. I. Division of the C. R. C. A. held a pleasure run to Singac, N. J. The start was made from Manhattan Bridge at 9:30 a. m., 13 riders starting. The route was taken via Jersey City to Newark, thence through Bloomfield to Montclair. Here a stop was made for dinner. Here the riders met some of the prospective members of the new girls' division, which is being formed in the C. R. C. A. This division will be known as the Girls' Division of the C. R. C. A. The prospective members had reached Montclair by way of train and meeting the boys here, were given lessons in riding to prepare them for the rides they will soon be taking with their division.

Leaving Montclair the boys continued on to Singac. From here they rode to Paterson, thence to Passaic and Newark. A very moderate pace was maintained throughout the run which allowed the riders to thoroughly enjoy the perfect weather and fine roads. New York was reached at 6:00, having one of the best trips this season.

The Girls' Division of the C. R. C. A. will soon be complete. There are a number of girls in Brooklyn and New York who are very anxious to ride a bicycle on short trips if they had some experienced riders to guide them. It was therefore decided to try a girls' division, and preliminary arrangements have been very satisfactory. The work of forming this Division is being handled by Miss R. Caldwell, 1321 72nd St. Brooklyn.

GOOD PRIZES FOR CLASSIC

New York City.—The racing committee in charge of the Concourse Cycle Classic, under the auspices of the Acme Wheelmen of New York, and sanctioned by the Amateur Bicycle League of America, on the Grand Concourse, Sunday, June 18, have received the assurance that in the absence of Borough President Henry Bruckner, Commissioner of Public Works William J. Flynn will start the race. The race will start promptly at 9:30 a. m. sharp, no contestant's numbers being distributed after 9:15.

Among the various prizes so far received is a 42-piece dinner set, gold watches, tires and accessories. The committee expects to announce next week the receipt of several racing bicycles, which will be given as place and time prizes. The prize list is fast mounting up to high figures and by the time of the race is expected to equal if not surpass any prize list distributed this year.

There will be prizes for the club having the most entries, team prize, novice, out-of-town riders, old man and youngest rider to finish prizes, as well as several club decorations to the club riders. Entries can be obtained from the chairman, Frank Hawk, at the club house, 10 E. 182d street, or at any of the bicycle shops in the city.

H. WAGNER WINS C. R. C. A. RACE

New York City.—On Sunday, May 21, the New York Division of the Century Road Club Association held point races on the Grand Concourse. There were 37 riders present when Capt. Frank Fox called the roll. Summaries of races:

Five-Mile Handicap "Cork" Race—Won by H. Wagner, 45 sec. handicap, time 16:32 1/2; second, H. Crowley, 1 min. handicap, time 16:48 2/5; third, H. Haller, 45 sec. handicap, time 16:33 4/5; fourth, W. Knecht, 1 min. handicap, time 16:48 3/5; fifth, Bert Marquard, scratch, 15:46 1/5; sixth, Wm. Canfield, 1:30 handicap, time 17:18 1/5; seventh, Frank Fox, 45 sec. handicap, time 16:35; eighth, L. Wetzel, 1 min. handicap, time 16:50.

Three-Mile Class B Handicap—Won by R. Lesch, 1 min. handicap, time 8:46 1/5; second, C. Garvin, 1 min. handicap, time 8:46 3/5; third, H. Haller, 30 sec. handicap, time 8:16 1/5; fourth, F. Werler, 30 sec. handicap, 8:16 3/5; fifth, John Ramsdorf, 30 sec. handicap, time, 8:16 4/5.

One-Mile Class A Sprint—Won by Bert Marquard, 2:46 1/5; second, Harry Curley, 2:46 2/5; third, Jack Silver, 2:47; fourth, E. Wagner, 2:47 2/5; fifth, W. Knecht, 2:48.

WOHLRAB WINS TWO RACES

Jersey City, N. J.—Willie Wohlrab, of Greenville, won the two-mile open, conducted by the Jersey City Wheelmen, Sunday, May 21. John Bruns, Jack Hendershot and William Mollica trailed him home. Charles Hansen won the Brassard from Bruns. Wohlrab also won the ten-mile handicap from Hendershot, O'Halloran, Bruns, Jones and Weissbock finishing as named. Points scored in Summer Championship follows: William Wohlrab, 12 points; Jack Hendershot, 7; John Bruns, 6; John O'Halloran, 5; William Mollica, 2; Chas. O'Hara, 1; Herbert Jones, 1.

Unpaced Records in Australia

By Harry Gordon

CONSIDERING what an attraction a one-hour record always has to everybody in all strenuous branches of sport, it is remarkable that until the last few weeks there has not been in existence an Australian amateur unpaced performance at this distance. This is particularly remarkable when it is recollected that in the eyes of athletes from other parts of the world, the Australian characteristic is more than of sustained speed than mere sprinting, although, of course, we have turned out some outstanding riders of that class as well.

However, on April 4, in very unfavorable weather, H. Kaltenbrunn, the South African record holder, closed up his Australian tour with a ride of 22 miles and 1,666 yards on the Exhibition five laps track in Melbourne. Kaltenbrunn covered five miles in 12:38; 11 miles, 775 yards in the half-hour, 20 miles in 52:22 and the distance stated in the full time.

This brought out a New South Wales aspirant in the person of M. J. Little, amateur road champion of that State, who under supervision of the officials of the N. S. W. Cyclists' Union, and timed and checked by Messrs. H. Kerr, N. J. Taggart, hon. sec. N. S. W. C. U., and H. Gordon, made an attempt on Kaltenbrunn's figures on Thursday, April 18, on the Sydney Sports Ground, four laps to a mile track. He was favored with a lot better afternoon than Kaltenbrunn, but had a moderate Northeast breeze against him after leaving the straight each lap. He rode to a schedule for a distance of 24 miles, which would require him to average 2 mins., 30 secs. for each mile, and would make him beat the record by about a mile and a hundred yards but soon got ahead of that and eventually finished up exceeding his schedule by 542 yards. From a standing start, Little rode his first lap, a quarter of a mile, in 37 seconds, half a second under schedule time, and the first mile in 2:20 1-5, and was then almost ten seconds ahead of schedule. On the advice of his checkers, however, he slowed down a trifle, but nevertheless, at two miles, was just 15 seconds to the good. From then onwards, he maintained a steady pace of about 37 seconds to the lap, rarely varying more than a second either way, and consistently gained on schedule time until at five miles, time 12:09 1-5, he was almost 21 seconds ahead. At 10 miles, 24:24, he was not only 36 seconds, or almost a lap at his rate of progress, ahead of schedule, but had also lowered



Three amateur performers in Australia. Left to right: Thurfield, South African sprint champion; M. J. Little, Australia record holder; H. Kaltenbrunn, South African

the unpaced record for the distance established by Kaltenbrunn in Sydney a few months ago by two-fifths of a second. At 15 miles, he was still holding his lap in hand, as it were, being a fraction less than 37 seconds ahead of schedule in 36:53 1-5. At 20 miles, he was 39 2-5 secs. inside schedule with 49:20 3-5, which also handsomely lowered Kaltenbrunn's time, 52:22 for that distance. He then cracked on the pace for the last ten minutes of his journey, and covered more than 6¼ miles in the last quarter of an hour, his full distance being 24 miles and 542 yards. In a sprinting finish, he covered 540 yards in the last 44 seconds. He thus lowered or perhaps it should be said increased Kaltenbrunn's Australian record by one mile and 636 yards. Amateur hour records in other parts of the world for one hour, unpaced, are as follows:

World's—25 miles 1,568 yards, M. Berthet, France, 1907.

South African—25 miles 980 yards, H. Kaltenbrunn, Johannesburg, 1921.

United Kingdom—25 miles 129 yards, H. G. Bramwell, London, 1921.

U. S. A.—24 miles 1,472 yards, G. H. Collett, New York, 1900.

Australian—24 miles 542 yards, M. J. Little, Sydney, 1922.

Little is probably the strongest amateur road rider in Australia just at present, and is the holder of both the Individual and long distance amateur road championships of New South Wales. He won the former title over a distance of 40 miles on the Enfield Bankstown course in a very decisive manner last year, and followed it up by taking the fastest time prize in the amateur race from Goulburn to Enfield, 128 miles, his time being 6:56:40. Only one other rider succeeded in covering the hilly course in less than seven hours. He has had a very big list of successes in races promoted by the Dulwich Hill Club, to which he belongs, and was the captain of its team which won the Dunlop Interclub

Premiership shield in 1920, and ran second last year. He has also had many successes in open races, having won most of the fastest time prizes in road races run during the past three seasons, and scored liberally on the track. He ran a close second to Kaltenbrunn in the ten-mile championship of New South Wales and third to W. Coppins and Kaltenbrunn in the five-mile Australian Championship this year. He is short and lightly built and rides with a very clean, steady style, with good

ankle action. Apparently, given a really perfect day, he is quite capable of covering half a mile more than his present distance; in fact, 25 miles in 60 minutes may be within his power.

OBLIGING

A CYCLIST, passing through a sleepy little village, stopped to ask a young man if he knew where a certain road led to.

The youth did not know and seemed very ill at ease at not being able to give the information.

After riding for about three miles he stopped at an inn for some refreshments, and presently he was surprised to see the youth from the village come panting up, all covered with dust.

"Are you the gent who axed where this road led to?" he gasped out.

"Yes," said the cyclist.

"Well," was the reply, "I asked my brother, too, and he don't know either." —Answers, London.

WATCH YOUR STEP, FELLERS!

IN a recent breach of promise suit in England a witness was asked what evidence of affection on the part of the man in the case, he had seen. Pressed hard for a reply, the witness finally admitted, that he had seen the defendant "pumping up the tires of the lady's bicycle."

BICYCLE NOT AN OMNIBUS

A bicycle may not be an omnibus, according to an ordinance passed by the city council of Kingston, N. Y. Promiscuous carrying of many passengers on one wheel by school boy riders has resulted in the ruling that no bicycle may carry more than one passenger.

TO STAGE ROAD RACE

The new St. Brigid's Bicycle Club of Ottawa, Ontario, has decided to stage a 25-mile road handicap on the new Prescott Highway, the date selected being Saturday, June 24.

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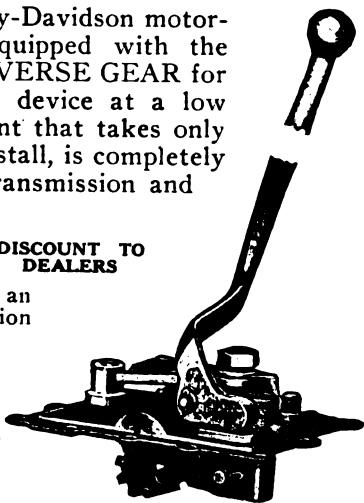
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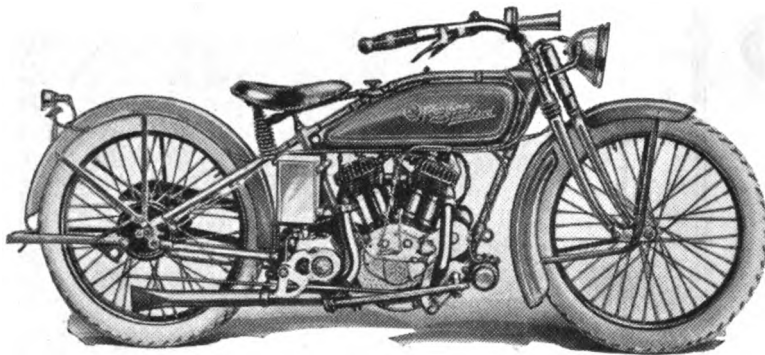
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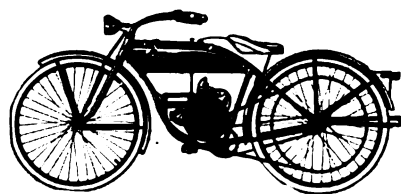
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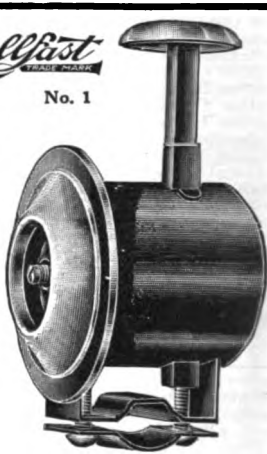
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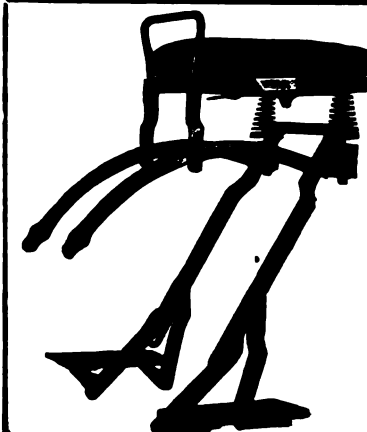

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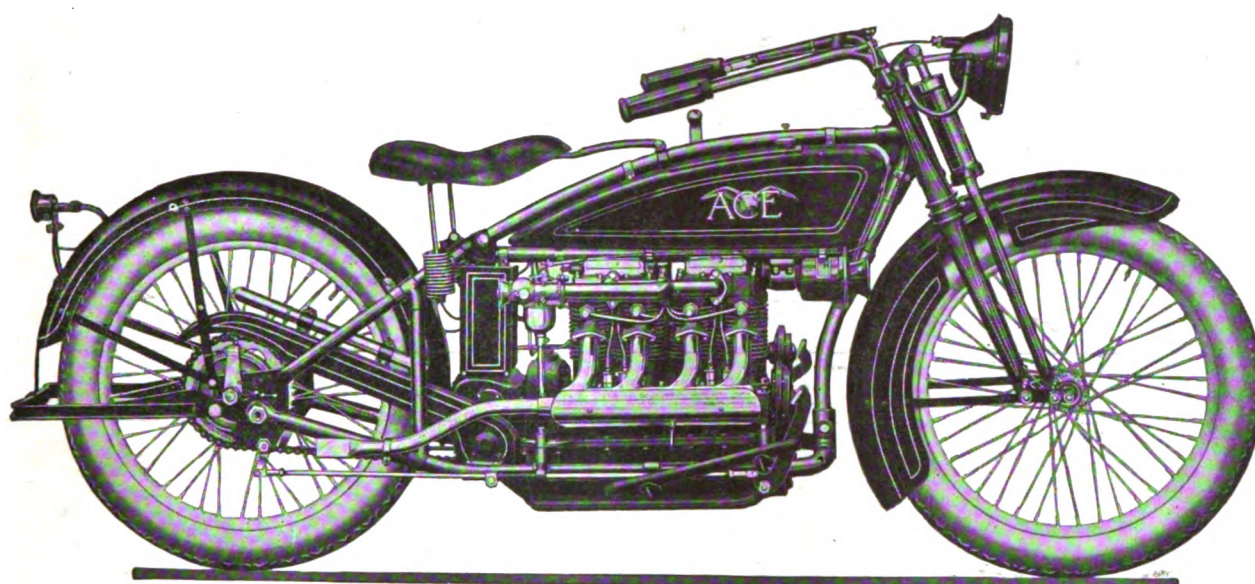
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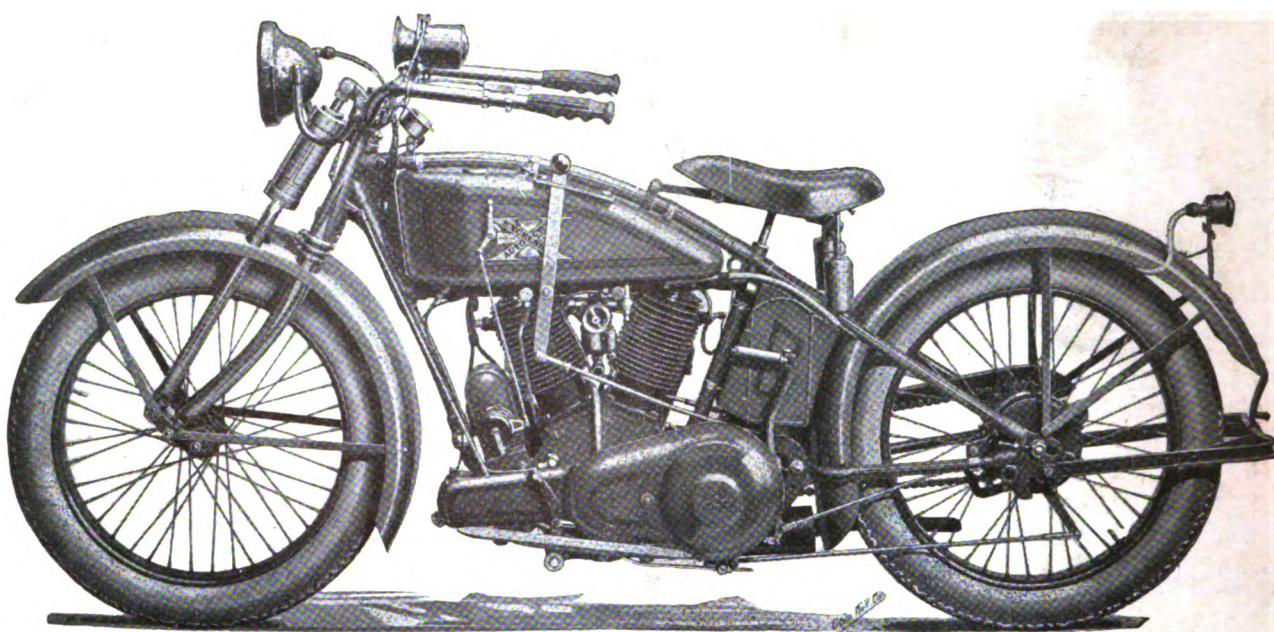
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III

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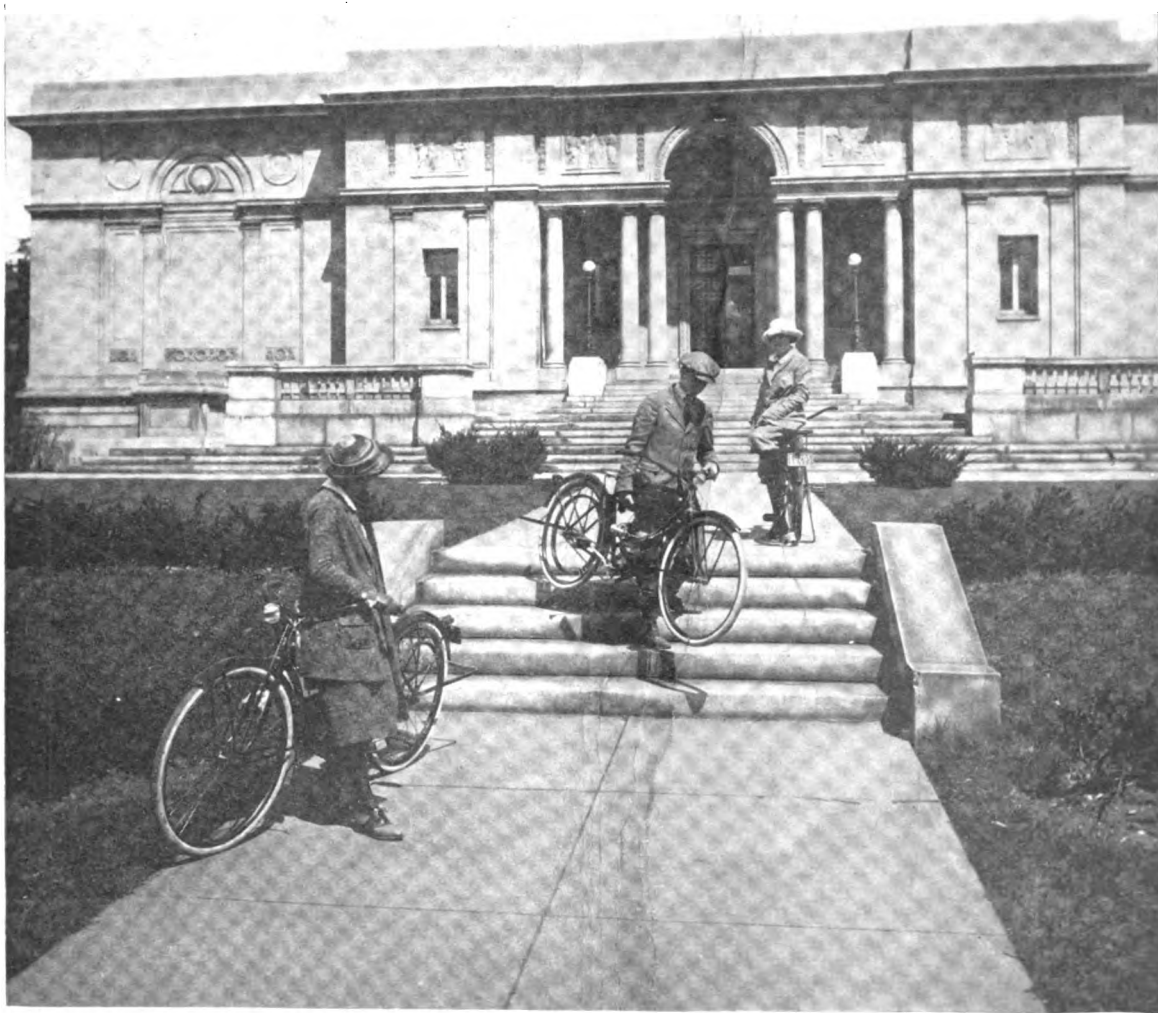
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Chicago, Illinois

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Motorcycle & Bicycle ILLUSTRATED

American Cyclopedia of Cycling Magazine



A Visit to the Memorial Art Gallery of the University of Rochester, N. Y., via
Evans Powercycle



JUNE
17
Saturday

JUNE
18
Sunday



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about the big Gypsy Tour,
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other good fellows in two days
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Milwaukee, Wisconsin

Motorcycle & Bicycle ILLUSTRATED

Vol. 18

June 8, 1922

No. 23

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Entered as second-class matter March 29, 1921, at the
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—in quality—in color combination
—in tread design—in brand design
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READ THIS "SILVERTOWN" TEST

For two years "Silvertown" Cord Tires for bicycles were tested against every competitive tire worth while—cord construction, motorcycle fabric construction, and all other types—the lowest "Silvertown" gave twice the mileage of the best of them.

Now you are convinced, write for the profit details

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NEW WORLD'S HENDERSON "DE

1562.54
MILES IN
24 HOURS

New
Records
At All
Inter-
mediate
Points

1000 MILES
in 14:27:12
Trimming One Hour 47
Minutes from World's
Best 1000-Mile Mark

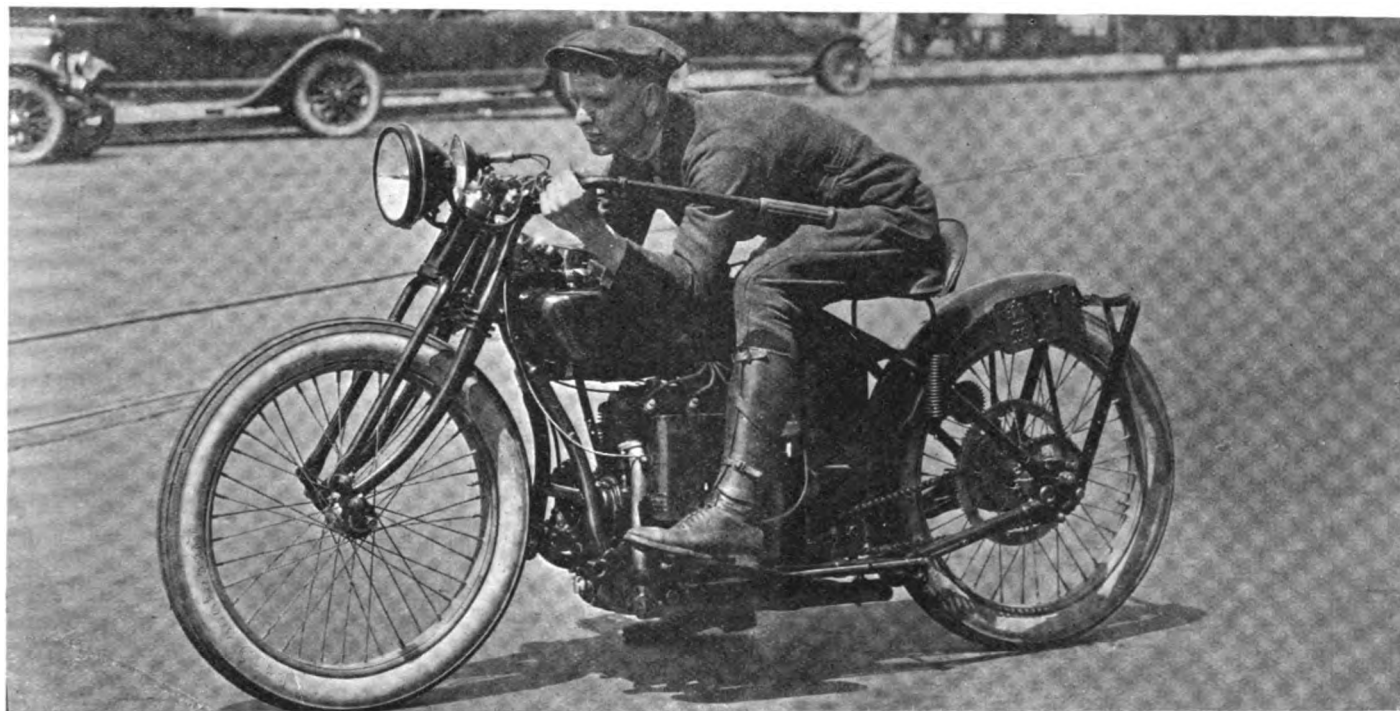
AT the Tacoma Speedway, May 30-31, Wells Bennett rode a stock Henderson "De Luxe Model" 1,562.54 miles in 24 hours. His average speed, including all pit stops, was better than 65 miles an hour, and he made a whole new list of long-distance world's records that eclipse all previous marks.

We are proud of Bennett's remarkable achievement. We are also proud of Henderson performance the world over for daily "De Luxe Models" are making new records for speed, endurance and reliability, and setting new standards of motorcycle satisfaction and service which cannot be approached by any other machine.

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Henderson—the 24-Hour, 1,000-Mile and Transcontinental Champion

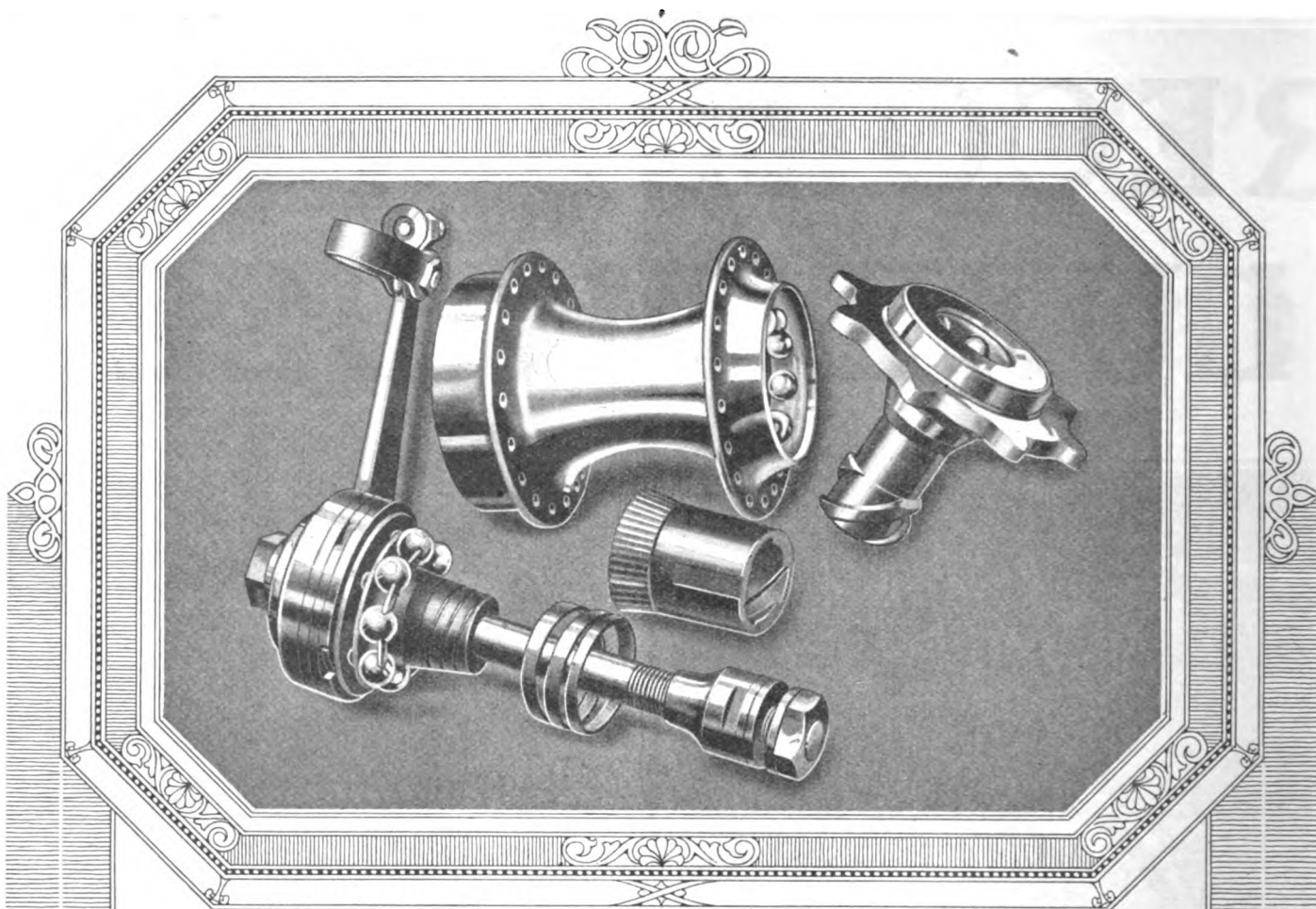
RECORDS FOR LUXE MODEL"



**BENNETT'S NEW LONG-DISTANCE HENDERSON RECORDS BY MILES.
HE ALSO MADE A WHOLE NEW LIST OF RECORDS BY HOURS.**

MILES	TIME	MILES	TIME
50	37:30	800	11:45:40
100	1:24:26	900	13:15:00
200	2:55:10	1000	14:27:12
250	3:36:27	1100	16:20:28
300	4:24:40	1200	18:10:44
400	5:46:09	1300	19:42:56
500	7:15:27	1400	21:26:46
600	8:48:03	1500	22:55:26
700	10:21:03	1562.54	24:00:00

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New Departure Coaster Brake

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The parts are few. Each is made of steel specially treated in our furnaces and quenching vats to make it strong, tough, and long lasting. Each part is made with the greatest care as to accuracy of size and finish. Inspectors check up every operation and final assembly of parts in the hub shell is tested to withstand harder service than ever occurs in actual use in the bicycle.

We stand back of every New Departure coaster brake with a guarantee that means what it says without a quibble.

The New Departure Manufacturing Company
Bristol, Connecticut

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3 Day - and - Night Grinds in a Month Demonstrate Ace Stamina



R. S. Woods, with C. W. Plass, of the Ace factory, as passenger. They made a perfect score.

For specifications of the 4-cylinder Ace Motorcycle, write to the Ace Motor Corporation, Erie Avenue and Sepviva Street, Philadelphia, Penna.

IN the 21-hour endurance run of the New Jersey Motorcycle Club, 10 Aces started and all 10 finished. Seven perfect scores—and the other three were delayed by accidents, not mechanical trouble of any kind.

This confirms the performance of the Ace in the Crotona 24-hour run (7 Ace entries, all finished on time, winning highest consistency score, high sidecar and high sidecar team score and high novice score) and in the Fort Wayne 24-hour run (4 Ace entries win 4 perfect scores and take highest honors for consistency).

“You can depend on the Ace”

For assurance of prompt attention to your wants, mention **Motorcycle and Bicycle Illustrated**

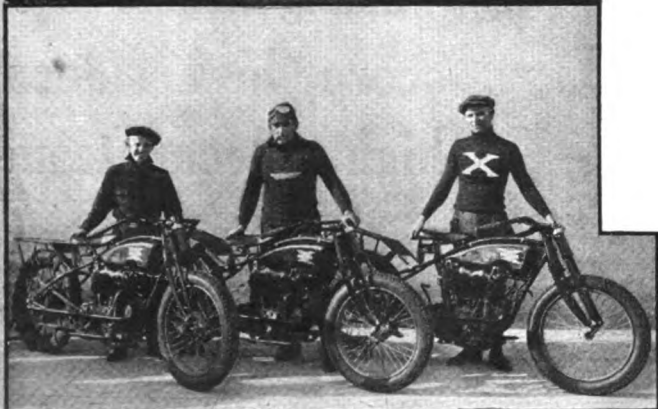
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**United States Tires
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Three Excelsior riders who used Traxion Treads in climbing to victories in the free-for-all



TRAXION

—designed to meet every motorcycling need



Motorcycle & Bicycle ILLUSTRATED



VOLUME 18

New York, June 8, 1922

NUMBER 23

Enforce *the* Safety Rules

M. and A. T. A. Referees Have Plenty of Authority and Should Have the United Backing of Every True Sportsman

UNDER the M. and A. T. A. rules for motorcycle competition the official referee is a powerful official. It is up to him to see that the rules are enforced, and he has the power to impose severe penalties on both promoters and contestants who break the rules.

If in his judgment a track is unsafe or a rider is not sufficiently experienced to make it safe to permit him to engage in a particular contest, the referee may compel the promoter to put the track in a safe condition under penalty of calling off the race, and he may bar the inexperienced rider from competing, and order the promoter to return the entry fee.

Nearly every race track picture that Motorcycle and Bicycle Illustrated has received, so far this season, shows the riders going into the turns kicking up a cloud of dust so thick that only the leading rider can be clearly seen. The rest are hidden in the dust. If the leader goes down it is almost a miracle if those behind do not crash into him.

The M. and A. T. A. rules are very clear on this point, and the authority of the referee is equally clear. The time has come to enforce the rules without fear or favor and the referee who insists on their strict observance should have the united support of every true lover of the sport.

Article XIV of the 1922 M. and A.



T. A. rules for Motorcycle Competition is as follows:

Section 1. Track fences should be of such a nature as not to endanger the lives of riders of competing machines. The pole or top rail of fences at the inner and outer edges of the track on curves should be removed, starting at a point where the curve begins and continuing to a point 25 ft. beyond when the curve ends, measured with the left hand of the rider toward the inner fence.

Section 2. Ditches, holes or obstacles must not be permitted on the track between the inner and outer fences.

Section 3. Promoters must take adequate measures for the prevention of dust on the track. Dust must be laid by oils, calcium chloride, magnesium chloride or other similar preparations, approved by the chairman of the competition committee. The use of water is not permitted.

Section 4. The M and A. T. A. reserves the right to refuse sanction for racing on any track it may deem unsafe, or for any other reason.

Section 1 of Article IX, M. and A. T. A. Competition Rules for 1922, provides as follows:

Section 1. The principal officer of a contest shall be the Referee, whose duty it shall be to exercise general supervision over the affairs of the contest and to act as representative of the Chairman of the Competition Committee. He shall:

(a) Satisfy himself that the course is safe for high rates of speed.

Section 4 of Article XVIII, M and A. T. A. Competition rules of 1922, reads as follows:

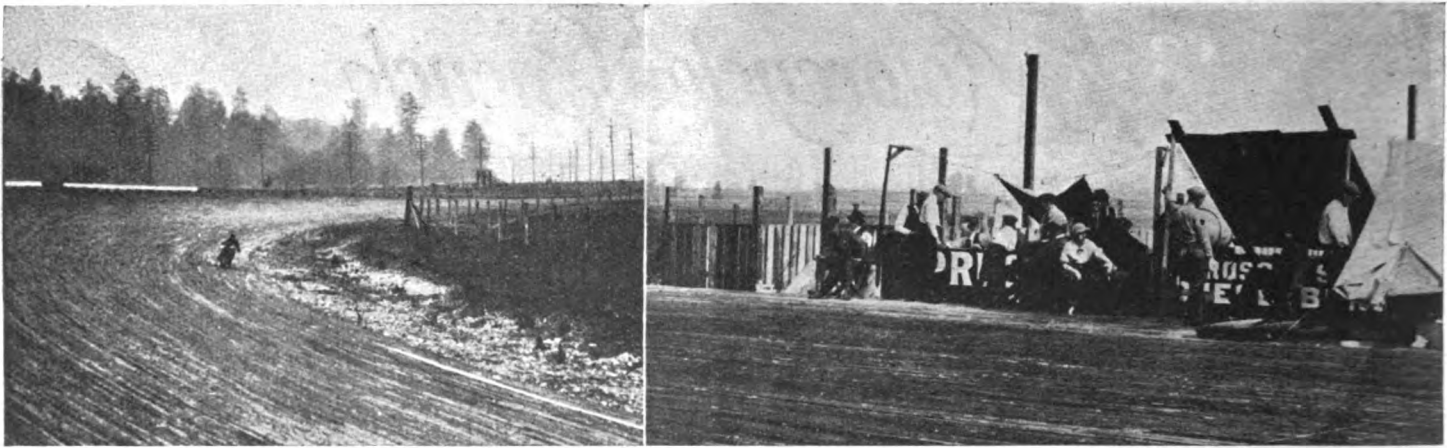
Section 4. Any meet as a whole shall be considered to be directly under the supervision of the official referee and the Chairman of the Competition Committee shall hold the official referee accountable for the fulfillment of these rules for competition at any meet at which he presides.

It has been argued that to treat a track with a dust laying preparation is expensive and that the gate receipts are often so small at a race meet, that the extra expense involved in properly laying the dust would make the meet a losing proposition for the club or private promoter putting on the meet. This is about the worst argument that could be advanced in favor of lax enforcement of the safety rules. If the lives of the riders are to be sacrificed that a promoter or club may make a few dollars profit, the time has come to stop all racing.

The sport is dangerous at best, but under proper regulation, it is not more dangerous than a good many other sports and there is no reason for placing a ban on motorcycle racing if it is conducted under M. and A. T. A. rules. But if the rules are to be ignored for the sake of profits, racing is not longer a sport. It becomes a commercial enterprise and as such should be prohibited.

It is to be hoped that in the future, M. and A. T. A. referees will realize both their responsibility and their authority and act accordingly. Promoters who do not care to conform to the rules are not entitled to sanctions, and there is no question at all but that Chairman A. B. Coffman will back up his referees to the limit in enforcing the rules of safety, and all other rules governing sanctioned competition.





The scene of Wells Bennett's solitary record breaking ride, Tacoma speedway. At the left Bennett is shown just at the break of day rounding the turn on the splintered track. At the right, the faithful watchers at the pits, among whom was Mrs. Bennett, recording the laps as Bennett crosses the tap

Bennett Makes New 24 Hour Record

WELLS BENNETT, riding a stock model De Luxe Henderson, four-cylinder motorcycle, celebrated Decoration Day on the Tacoma, Wash., Board Speedway, by setting a mark of 1,652.54 miles for 24 hours of continuous riding. This is without question the greatest distance ever covered in one day by a motorcycle and though the divergence between American practice and the rules of the international body governing Motorcycle competition, will probably operate to prevent the formal recognition of the performance as an international record, it is in fact a world's record for the time and type of machine used.

The previous 24-hour record was made by Erwin G. Baker, riding a twin cylinder Indian, on the Cincinnati Board Speedway, August 18, 1917. His distance was 1,534.75 miles.

Bennett also set a new time limit on 1,000 miles covering that distance in 15 hours, 47 minutes, 15 seconds. Baker's time for the same distance was 16 hours, 14 minutes and 15 seconds. Bennett also made a flock of other records during his 24-hour grind.

Bennett mounted his Henderson at 12.15 P. M., Tuesday. The remainder of the day, all night and next morning he roared around the big circle in his race with time.

His speed for the first 1,000 miles averaged 63 miles per hour and between 1 and 3 o'clock Wednesday morning, he touched 75 and 76 miles an hour. He rode consistently and displayed exceptional gameness. His average for the 24 hours was 65.1 miles per hour. As his powerful motor rolled down the last lap and up to the pits, the plucky rider, completely exhausted, fell into the

arms of friends. Deafened by the roar of the motor, dizzy and battered after his record run his thoughts were all of his motor. Pride shone through the grime and sweat as he feebly shook hands with his pit men.

Bennett made 806 laps on the speedway which is 234 feet shy of 2 miles to the lap. The motor performed splendidly. Bennett's record may some day fall, but his grit and gameness will live forever in the minds of those who witnessed his remarkable performance. Mrs. Bennett, seated in the judges tower, maintained a constant vigil throughout the run, watching the plucky form crouched over the handle bars as he flashed over splintered boards.

The record was carefully checked and

BENNETT'S RECORDS

On an hourly basis, Bennett's records are as follows:

Hours.	Miles.	Previous Amer. Record.
5	342.05	310
6	425.38	373
7	480.62	333
8	549.05	388
9	613.38	441
10	676.36	482
11	747.05	512
12	817.19	...
13	880.79	535
14	944.37	641
15	1,014.16	677
16	1,075.98	730
17	1,035.67	767
18	1,188.18	812
19	1,255.18	862
20	1,323.48	911
23	1,504.66	1,035
24	1,562.54	1,534.75

His times for the various distances are as follows:

Miles.	Time.	Miles.	Time.
50	37:30	800	11:45:40
100	1:24:26	900	13:15:00
200	2:55:10	1,000	14:27:12
250	3:36:27	1,100	16:20:28
300	4:24:40	1,200	18:10:44
400	5:46:09	1,300	19:42:56
500	7:15:27	1,400	21:26:46
600	8:48:03	1,500	22:55:26
700	10:21:03	1,562.54	24:00:00

refereed throughout by officials of the M. & A. T. A.

Much credit is due Otis Hackett, who acted as chief checker and timer and devoted practically a week of his time in assisting putting the run through.

One significant thing about the trial, is that it puts a quietus to the often repeated suggestion that a four cylinder motorcycle will heat up on the rear cylinders under great speed. The fact that Bennett was able to keep going 24 hours, wide open, effectually answers that question. The machine used by Bennett was stock in every respect, except that an alloy piston was used. The factory states, however, that this piston will be supplied any rider at an extra price.

Despite the fact that there was compressed into 24 hours of continuous riding at top speed, more abuse that a motor would ordinarily receive in a year's hard service, Gus Peppel took Bennett's machine before it had hardly had time to cool off and started for Portland. He made the 160 miles from Tacoma to Portland in 4 hours and 25 minutes, 15 of which were consumed on the ferry, thus covering the route at about 40 miles an hour, which is going some for a motor that had just finished a sun-to-sun grind.

About the only trouble that Bennett experienced was with his tires and this was not the fault of the tires themselves, but of the track, which is in poor repair and full of nails and splinters which played havoc with the rubber. Six rear wheels were required during the trial.

Bennett gives a good deal of credit for his performance to Gus Peppel and his assistants in the pit. They had little to do at that, for not a single adjustment was made during the first 18 hours. Most of the tire trouble came in the last hours of the trial.

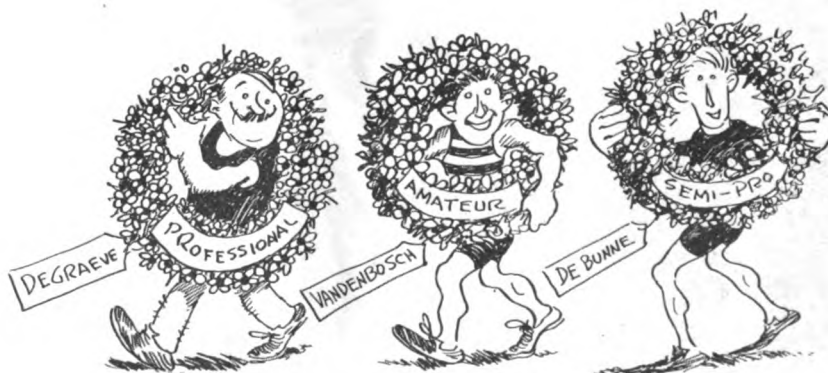
WEEKLY WHIRL of WHEELS



OVER 300 GYPSY TOURS JUNE 17-18
THE ROADS, THE PICNIC GROUNDS, THE LAKES.
THE RIVERS AND THE SEASHORES WILL DRAW
THE MOTORCYCLISTS WITH THEIR WIVES,
CHILDREN, SWEETHEARTS - THE FELLOW
WHO MISSES THIS MISSES A GOOD TIME



MONROE NOLEN OF THE
ALVERNO A.A., CHICAGO,
SMASHES THE MILWAUKEE-
CHICAGO RECORD -
HE DID THE 100 MILES
IN 4:36:20 WHICH
IS VERY FANCY
ANKLING



LEADERS IN THE THREE BELGIAN CHAMPIONSHIP CLASSES
AFTER THE FIRST ROUND OF TITLE CONTESTS

Handwritten signature: P. J. REEMAN

Tough Sledding at Syracuse

No Official Survivors at End of First Day—Cole, Ace Solo, First to Finish—Rice, Indian Solo, and Patterson, H-D Sidecar, Only Others Inside Two-Hour Limit—
Plowed Clay and Heavy Rain Responsible

THE Middle Atlantic Sectional Endurance Run under the auspices of the Syracuse Motorcycle Club proved more eliminative than its promoters had planned in their harshest moments, due to unexpected combinations of road destruction and wet weather. Of the nineteen starters, all were eliminated by the end of the first day, after enough thrills and action and heroic riding to fill a volume.

The nineteen hardy pilots, of whom eleven were accompanied by equally hardy sidecar passengers, left the starting point in front of the Syracuse Motorcycle Club quarters at 7 o'clock Saturday morning for the first day of the 555-mile grind. It had been raining all the preceding day and night and was still at it when they started, and increased to a downpour soon after they were on their way.

The schedule was extremely fast, calling for an average of 26 miles per hour. The roads were wet and slippery and every rider was soon soaked through and through by the rain. But even so they would probably have made it if the road commissioners hadn't stacked the cards against them, as well as the weather man.

When laying out the course the Syracuse club committee had chosen a couple of stretches of clay road, totaling only about fourteen miles, in the afternoon's route, as a variation from the good State highways—picking on these roads because they were rough and pock-marked with holes and would require added consistency. But just a couple of days before the run, the road commissioners decided to start extensive improvements on those two stretches of clay road, and did so without telling the club committee anything about it.

SYRACUSE ENTRY LIST

- 1.—Milton R. Bailey, Indian sidecar, Russell Ferrell passenger.
- 2.—A. M. Rice, Indian solo.
- 3.—Clarence O. Sheppard, Indian Scout solo (did not start).
- 4.—Charles Mitchell, Ace solo (injured by fall).
- 5.—Charles E. Capner, Ace solo (fourth to finish).
- 6.—J. Charles Cole, Ace solo (team prize. First to finish).
- 7.—Howard D. Dye, R-S sidecar, and Mrs. Ivie Dye (out, tire trouble).
- 8.—Wm. T. Sitterly, H-D sidecar, Mrs. Katherine Sitterly.
- 9.—H. R. Jutton, H-D sidecar, Clara Jutton.
- 10.—Perce L. Adams, H-D sidecar, Mrs. Emma Adams.
- 11.—Harry Snuggs, H-D sidecar, Mrs. Pearl Snuggs (Post-Standard Cup).
- 12.—Harold C. Welch, H-D sidecar, Leo Deck (Harley-Davidson Cup).
- 13.—W. J. Chorley, Excelsior sidecar (Mrs. Gertrude A. Chorley (out before noon)).
- 14.—Cyrus V. Goetchius, Indian sidecar, E. R. Bradford (Indian Cup).
- 15.—J. P. Fynmore, Indian Scout solo.
- 16.—C. D. Marangone, Indian Scout solo.
- 17.—C. G. Rice, Indian solo (S. M. C. Cup, second to finish).
- 18.—J. Patterson, H-D sidecar, Berkley as passenger (third to finish).
- 19.—E. W. Fish, Ace sidecar, Cyrus Jones (Withdrew to take Mitchell to hospital when latter was injured).

The endurance riders had been kept busy enough holding to schedule during the morning when on good roads, and a few had fallen out of the perfect-score column because of trouble with ignition or tires, but in view of the fast pace and the difficult conditions they had made a highly creditable average, up to the time they reached the first of the clay road at Talcottville.

Then trouble began with a rush. The

road had been plowed up and harrowed and scrambled by the road-building machinery and was in an utterly unridable condition in its half-finished state. The riders were forced to ride the ditches, to take to the fields, to cut across pastures and through woods, to climb banks and ford streams, making regular cross-country work of it.

There were spills, falls, slides and slips galore. Charles Mitchell, of the Ace solo team, fell heavily and fractured his shoulder. E. W. Fish, the Ace sidecar entry, came along shortly afterward and found Mitchell lying along the roadside, all in. Fish had scored a wonderful performance up to that point, having pulled through in very fast time and without assistance where a number of others had required help to get out of bad spots with their side-car outfits. But when Fish found his comrade injured he immediately sacrificed his own chances of winning in order to take care of Mitchell. He loaded Mitchell into his sidecar and hauled him to a hospital in Utica, staying with him all night to make sure that he received all necessary attention.

The plowed clay continued its havoc with the scores unremittingly. Miles per hour changed to hours per mile. Man after man fell so far behind schedule as to be beyond the two-hours-late limit. The last man still in action reached the Utica check after 9:30 that night, when the first man was due to finish at Syracuse at 7:01.

In the growing dusk all but three riders (Goetchius, Welch and Snuggs) missed an obscure turn at one point and failed to register at a secret check located on that stretch of road. The course they travelled differed only a few miles in distance from the more roundabout circuit, and included a variety of loose stones and rough traveling, while the other was dirt road.

Only three riders checked in at the finish within the two-hour time limit that meant elimination. The first was J. Charles Cole, Ace solo, who whirled up the arc-lighted pavement to the finish line at the Firestone Building at 8:50. A minute later C. G. Rice, Indian solo, who had accompanied Cole several miles, also signed in. And at 9:09, a third arrival was Patterson's Harley-Davidson combination with Berkley in the sidecar, but as it was found that he had not only missed the secret check with so many other riders but had also missed other portions of the course, his standing was reduced.



The Ace Solo Team, winners in the New Jersey 20-hour run. Left to right: Capner, Mitchell and Cole. They also started in the Syracuse run, and were awarded the team cup



Reading motorcyclists turned out in force to greet the riders in the New Jersey 20-hour endurance run who made their noon check at Reading. At the left is shown a bunch of Reading enthusiasts lined up outside the check. They passed sandwiches and coffee and made themselves generally useful

The fourth man in was Charles Capner, Ace solo, but as he was a few minutes later than the two-hour limit, he was eliminated from the score sheet.

The three riders who had signed at the much-missed secret check arrived at the finish about two hours and a half late, so that they were also eliminated, but they had the satisfaction of saying that they had overlooked nothing along the way.

In a conference of riders and officials at the club rooms near midnight, after consulting rule books and all available data, the club officials announced that all who had failed to make the secret check were technically disqualified for being off the course, while the only three who had registered there were eliminated by being too late. So that according to Hoyle no starter survived the day's run.

Such being the case, there were no starters left to go on with the second day's grind, and by a majority vote of the riders present the prizes were awarded on the basis of Saturday's performance. The principal trophies were awarded as follows:

Indian Trophy, for best individual score by an Indian rider—Cyrus V. Goetchius, Indian solo, who made the secret check in the afternoon.

Harley-Davidson Trophy, for best performance by H-D rider—Harold C. Welch, Harley-Davidson sidecar, with Leo Deck as passenger; made secret check.

Post-Standard Trophy—Harry Snuggs, Harley-Davidson sidecar, with Mrs. Pearl Snuggs as passenger; made secret check.

Team Cup—J. Chas. Cole, Ace solo, only team rider to check in at finish inside two-hour time limit. Ace team also first to check in at noon control at Watertown.

S. M. C. Cup—C. G. Rice, Indian solo, checked in at finish inside two-hour limit. (Rice had been 35 minutes late at one check in the morning's run, but made an excellent showing in the afternoon.)

The officials of the Syracuse Motorcycle Club were bitterly disappointed over the outcome of the run, though the trouble was due to bad weather and unforeseen activity by the road commissioners—neither of which was under the control of the club. If the weather had been

reasonably favorable and the clay road in its normal, dry, unplowed condition, the course would have been quite practicable and the story would be much different.

Of those who lost points in the wet morning ride, the following tells a tale: W. J. Chorley, Excelsior sidecar, with Mrs. Gertrude A. Chorley as passenger, broke his drive chain three times before reaching the Pulaski check and was 10 minutes late there. Out before noon.

H. R. Jutton, Harley-Davidson sidecar, with Clara Jutton as passenger, had generator trouble due to rain and was 10 minutes late at Pulaski.

The Ace solo team, riding Nos. 4, 5 and 6, arrived at the Pulaski check with eight minutes to spare and were accompanied by E. W. Fish, Ace sidecar, who had started as No. 19. These same riders were also the first to arrive at Watertown at noon.

Milton R. Bailey, Indian solo, was 25 minutes late at Watertown due to soaked ignition wires.

Howard Dye, Reading-Standard sidecar, with Mrs. Ivie Dye as passenger, had a series of punctures and was out at Watertown.

H. R. Jutton's Harley-Davidson outfit was late at Watertown as well as at Pulaski.

Cyrus V. Goetchius, Indian sidecar, with E. R. Bradford as passenger, was five minutes late at Watertown on account of electrical troubles.

Points intersected by the route for the day are: Pulaski, Adams, Henderson, Dexter, Cape Vincent, Clayton, Watertown (noon control), Lawville, Talcottville, Rome, Utica, Syracuse (finish in front of Firestone Tire building). Distance 286 miles.

Club committee: President Paul Branigan of the S. M. C., referee; Treasurer Charles L. Wright, of S. M. C., run manager and chief checker; Vice-president John Brown, of S. M. C., checker.

NEW JERSEY RUN RESULTS REVISED

BECAUSE trade papers go to press early and readers want the news as soon as it breaks, the results of the fifteenth annual endurance contest of the New Jersey M. C., held May 27-28, were sent out last week with the proviso "subject to revision." This conditional release was made before final announcements of results, which took place Wednesday, May 31.

Due to several facts being brought before the club and competition committee there will be two changes in the winners.

Al M. Terpening, Harley-Davidson sidecar, admitted he was towed during the night, and was able to effect repairs at Trenton which enabled him to continue and finish. The penalty for being towed under Section 40, Article XX, is disqualification.

This action will result in the Harley-



R. S. Woods, winner of the New Jersey endurance run, with C. W. Ploss, general manager of the Ace factory, in his sidecar



A bunch of Columbia S. C. riders out for a picnic

Davidson sidecar team comprising Terpening, Webb and Slack losing the Sidecar Team Prize.

The Ace sidecar team composed of R. C. Woods, H. J. Anderson and R. Willard with an aggregate score of 2,960 points, wins the Sidecar Team Prize.

James Styers, Indian, who arrived at the home check and lay in sight of the checkers until he was six minutes over due was placed in the perfect score class, when testimony of spectators proved that he had arrived before his finishing time.

Robert J. Willard, Ace, who crashed into an automobile less than three blocks from the finish and managed to arrive under his own power 29 minutes late, was awarded a silver medal but his score of 971 points remains the same.

The summary of results shows that Indian, Ace and Harley-Davidson riders each won two leading awards. The Ace teams won both team prizes.

Twenty-one perfect scores were turned in by the contestants.

MILWAUKEE THREE-DAY TOUR

A SCORE or more of Milwaukee motor cyclists availed themselves of the opportunity for a tour offered by Memorial Day falling on Tuesday and most business houses closing Monday.

The Milwaukee Journal and the local motorcycle dealers promoted a three-day journey to the Dells of the Wisconsin River, Wisconsin's grand canyon. Start was made from Milwaukee Sunday, May 28, at 7 A. M. The distance is about 120 miles, but the trip was made in easy stages, stops being made at some of Wisconsin's famous resorts along the way. Dinner was taken aboard at historic old Portage City. The hotel put on a special chicken dinner in honor of the caravan and had it served up by the prize winners of a recent beauty contest held by the

Portage newspaper. The unattached riders "fell hard" for the waitresses as well as fell hard on the viands.

"Slim," the Milwaukee Journal writer who conducts the Sunday motorcycle tours, reported in his paper that "syrup was served with the peas, for the knife users, in place of mashed potatoes."

Kilbourn, the city of the Dells, received the caravan with open arms late in the afternoon. Delegations of motorbikers from Fond du Lac and Racine had arrived at the destination before the Milwaukee aggregation. The city, playing host, provided a dance in honor of the gang, and the belles of the town had the time of their young lives shunting the town boys and dancing with the visiting Launcelots.

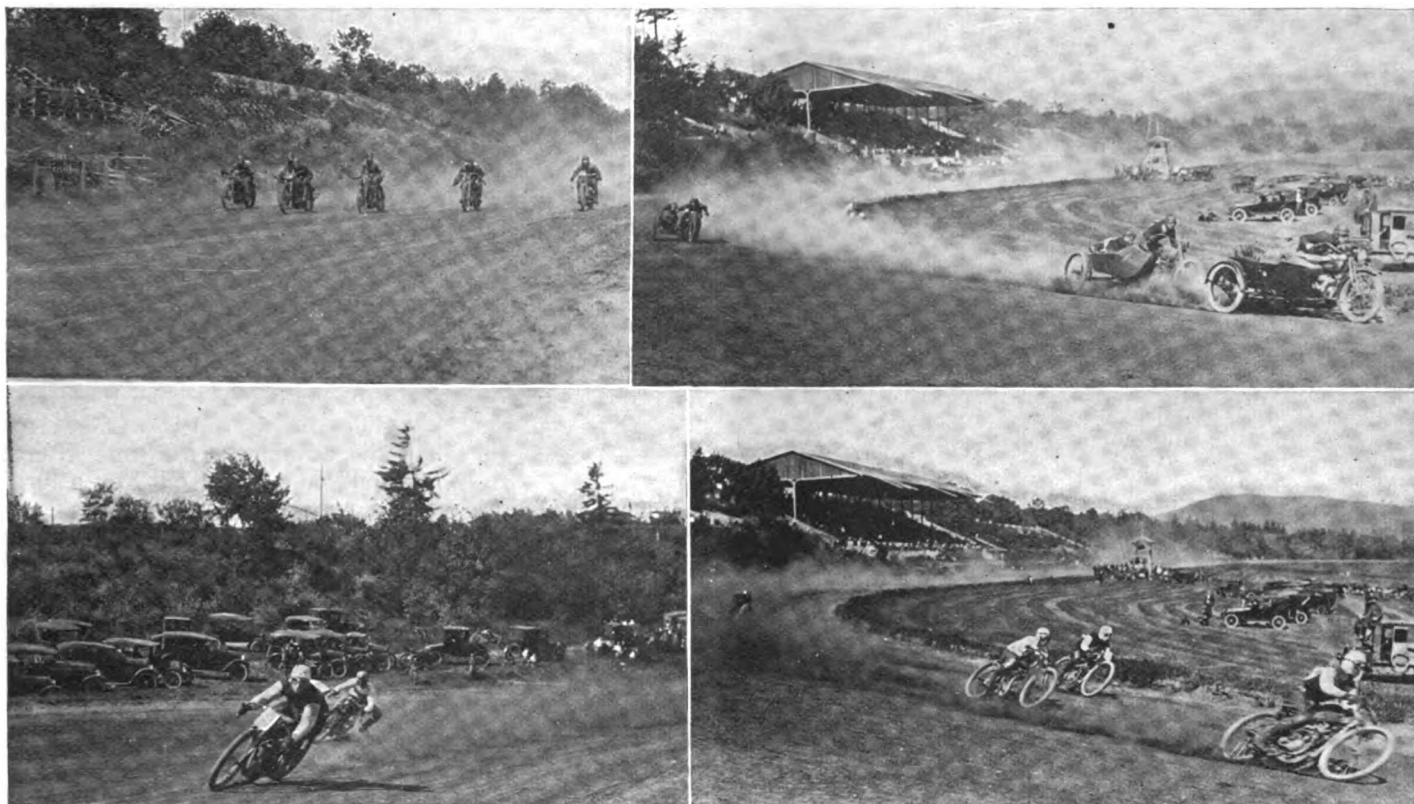
Don Stephens, assistant sales manager of the H-D people, sailed into camp Monday morning in the Stephenian way and regaled the crowd with tales of his adventures along the way. Don's friends regretted his forgetting to wear his famous make-up yclept the straw hat with the brim cut to a visor. Don is wont to don this well-known headpiece even on hold winter days.

The river canyon was explored Monday and a hike conducted Tuesday. A carnival in the city provided other evening sports. Jim Clarke, Milwaukee Indian dealer, did some daring loop-the-loops—on the ferris wheel. Shorty Lindstrom rode the merry-go-round horses into a lathering sweat.

Camp was broken Tuesday noon, and the happy bunch arrived in Milwaukee in the evening, unanimous in their declaration that it was a memorable tour.



"There have been numerous tie-ups with the motion picture, 'A Connecticut Yankee in King Arthur's Court,' but the one pulled by Harvey C. Heagy, Harley-Davidson dealer of Harrisburg, Pa., had them all stopped," says Wilmer Vincent's publicity man. Mr. Heagy had a special color job made up for the recent opening of his new store. It was enameled in orchid lavender color, striped with gold. This outfit, with Mr. Heagy driving, attired as a knight, topped off with a highly polished metal helmet, heralded by two trumpeters, headed the procession, which was composed of three sidecar outfits and three solo machines, all drivers being attired as knights



Caught by the camera on Portland, Ore., speedway. Left, top: The even start of the amateur race. Right: Jones leading Carson around the turn in the sidecar race, Ensley following. Left, below: Weishaar and Hepburn on the west turn. Right: Jim Davis takes the lead

Portland, Ore., Fans See Real Sport

By C. E. B. Clement

INDIAN wore the big smile at the close of the two days of racing at Portland, Ore. Speedway. With Ralph Hepburn going in top form and Jim Davis lending an aiding hand in the pinches, coupled with the efforts of two Portland riders, the Hendee product flashed the line in the lead in twelve of the sixteen starts.

Ray "Pop" Weishaar astride a lightening Harley-Davidson accounted for two firsts which Indian failed to annex; while C. C. Spencer broke into the score column by taking the two four-horse power races for the Milwaukee clan, which accounts for the total number of races which the Redskins failed to tack to their belts.

C. Brown started the Indian winning streak when he took the lead with a mighty jump at the start of the five-mile amateur race on Saturday and maintained his lead throughout the length of the race. Though he had no cinch on first position at that for H. Larson on a Harley-Davidson was hounding right at his heels many times on the turns but lacked the steam to carry him into the clear air out in front. Roy Ensley on a Scout

Indian took third. The time was 4:52 2/5.

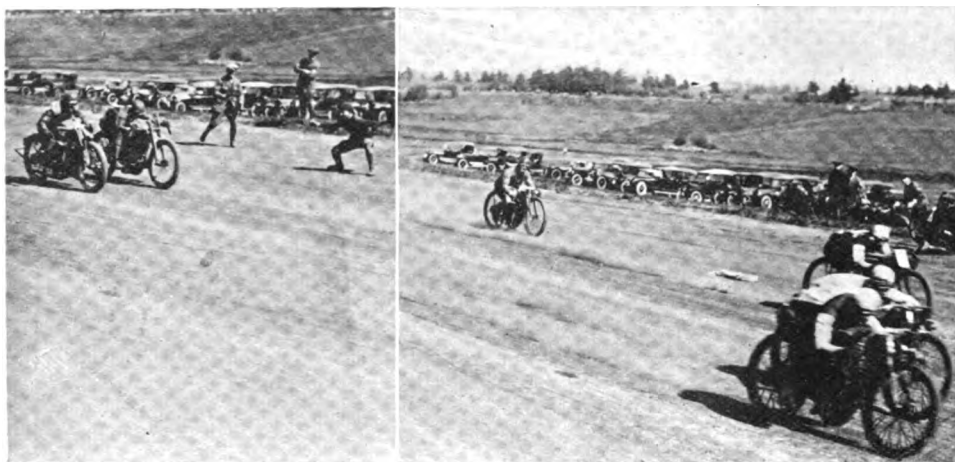
That little Scout ridden by Ensley was the wonder of the meet. Ensley hails from Tacoma, Washington, and rode down to view the speed contests. On learning of the amateur event and also the one for sidecars he promptly joined the M. and A. T. T., signed the entry blank, took off the mudguards, scraped a little carbon and showed his heels to many a 61-inch twin, both in the amateur event and in the sidecar race. His motor was fitted with Ray Day pistons, much to the joy of Ray Day who was present on the second day to see that Scout pull a sidecar into third money after a bitter contest with a field of big motors.

The start of the first five-mile open race was delayed one lap due to a fouled plug in Weishaar's motor. Once under way in the race, Weishaar took the lead with Hepburn battling hard to hang pace. Davis was having troubles all his own and was way back contenting himself with trying to keep Vail on the Excelsior out of third money. Davis rode a Harley-Davidson in this race as his Indian had developed internal trouble during practice and

the mechanics did not have it ready when the race was called.

In the third lap, Hepburn jumped out of pace and led Weishaar for one lap, only to lose it on the fourth lap. As this flying pair came around the east turn on the last lap, they were almost even up and in making the slide out of the turn, Weishaar hung pace on Hepburn, then jumped out alongside and played for the tape for all he had in that motor. He lacked a little, for Hepburn still had half a wheel length lead when the checkered flag dropped. It was a wonderful finish to a great race with both victor and vanquished getting a big hand from the crowd. The time of four minutes flat is almost as fast as that turned by eight-valve machines on this track. The few seconds difference being laid to the paced starts which were in effect this year against the wide open starts of other days.

Many of the races throughout the meet went to very close finishes and one had to be decided by a two-mile match race. In the amateur race on Sunday, Larson on the Harley-Davidson and Brown on the Indian were right together through-



Left: The tie finish between Larson and Brown on the Portland, Ore., track. Real competition between Davis, Hepburn and Weishaar; Woolsifer following

out the race and hit the finish line wheel to wheel in a line. If either had the advantage it was so small that the judges could not tell which was which, so they called it a tie and in the run off over the two-mile route, Brown won handily.

E. Jones won the sidecar event both days with a Chief and Princess outfit, and Ensley with the Scout took third both days. Larson piloted a Harley-Davidson to second money on the first day, while Crane put one over the tape in that position on Sunday. On both days, Larson's sidecar outfit jumped into an early lead and held it for three laps, only to slow towards the finish and lose out. Ensley with the Scout had the same trouble on Sunday and dropped from second to third place on the last lap after putting up a wonderful ride.

One race, a five-mile open event on Sunday's card, proved to be a comedy finish. For three laps, Hepburn, Weishaar, and Davis had battled all over the track, with first one leading then the other and no one having more than a machine length at any time to spare. On the third lap, Hepburn held a slight lead at the line with Weishaar hanging as though glued to his rear wheel, and Davis a few feet back. As they shot around the lower turn, Weishaar jumped into the lead, Hepburn took a big slide and

came to a dead stop. Davis had to slow up for Hepburn, thus giving Weishaar a long lead down the back stretch. It looked like a sure win but as Weishaar made the east turn his drive chain let go and he slid past the pits. Quick work soon had him rolling again, but Jim Davis had already passed on the last lap and as Weishaar started, Hepburn also got under way. In the meantime, Woolsifer had been hanging doggedly to the track with his Indian which was wobbling badly from a broken frame.

For a lap it was a question of "who's who." Weishaar settled it by passing Woolsifer a short ways from the tape and taking second money. Hepburn lacked a quarter of a mile of getting into third place, but at the rate he was traveling he would have soon caught Woolsifer who did not dare turn on any more power. Hepburn had clamped the cut-out button down in making his big slide and when the handlebars hit the tank, the button bent so that the ignition was out, thus causing his stop.

A novel race between a unicycle, an old-time high boy bicycle, a Henderson and sidecar running in reverse gear, and a bicycle ridden backwards proved a thriller for the crowd. The high boy won with Patterson in the saddle, Vail riding backwards on the bicycle being

second and Fisher on the unicycle third. Strine, piloting the sidecar in reverse, tried to put on too much steam for the finish and tipped the outfit over.

Ray Weishaar put up a game battle against the two Indian stars and made a remarkable showing for consistency, for outside of the two races he won he took second in all of his starts and three of those second places were second by less than a machine length and one win went glimmering when the chain hopped. He forced the pace throughout the program, making Hepburn ride in championship form to stay out in the lead. It was the big slides on the turns where Hepburn had the advantage, for time after time he would do a big "Kelly" on a turn and chop down Weishaar's lead.

Between races the Rose City Motorcycle Club polo team defeated the East Side polo team on both days. The first mix ended 5-2 and the other 6-1.

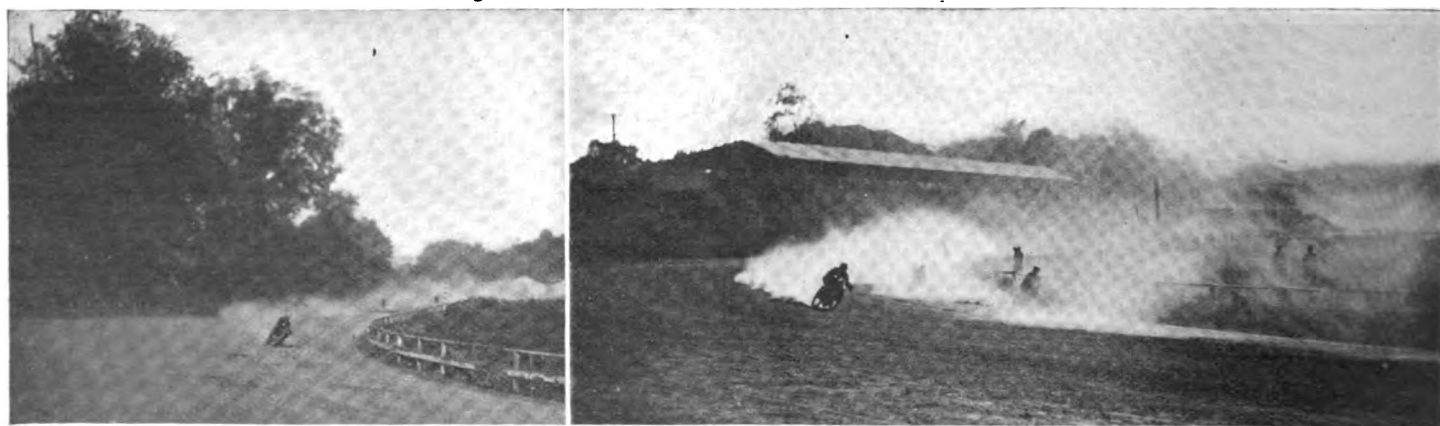
INJURED RACERS RECOVERING

ED BRINCK, who emerged from the crash in the dust on the South Bend, Ind., half-mile track Decoration Day with a broken shoulder, is rapidly recovering and will soon be back on the track. Paul Anderson and Eugene Walker, who were both badly shaken up when Anderson spilled and Walker ran into him during races on the same track the Saturday before, are both about ready to try it again. The body of Hammond Springs, who died as the result of injuries received in the collision with Brinck, was taken to the home of his parents at Atlanta, Ga., by William Freeman of the Hendee organization.

Crowds of approximately 5,000 witnessed the two days' racing. In addition to the track events a hill climb and sand race were sandwiched in between, and staged south of the city on Monday.

Warren Cropp of the Excelsior also entertained the crowds both days by motorcycle broad jumping. He covered 46 feet on Saturday and 45 on Tuesday.

Riders from Chicago, Mt. Clemens, Detroit, Milwaukee, Dayton, Toledo and intervening points attended the races. State Referee McFarland was in charge.



Speed at South Bend, Ind. Left: Bailey, Indian; Wilkins, Harley-Davidson, and Oakes, Harley-Davidson, roaring around the east turn. Right: Paul Anderson, Excelsior, on the west turn a few seconds before he spilled



Motorcycle riders who paid a last tribute of respect to the late Grover C. Ash, of Rochester, N. Y.

MOTORCYCLE FUNERAL FOR ASH

THE funeral of Grover C. Ash, president of the Ash Motor Corporation, prominent motorcycle and bicycle dealer, was held to the Mount Hope Cemetery at Rochester, N. Y., in the presence of over 100 members of the Rochester club who turned out to pay a last tribute to their friend.

Grover, as he was better known throughout the cycle trade, was instantly killed at the automobile and motorcycle races at Brockport on Decoration Day. He was in the act of warning others of their danger when he met his violent death. He was talking to Harvey Watson, the announcer, when the first heat of the fifth event on the program was being run off. Both men were on the inside of the track near the judges' stand. Art Bartold, motorcycle and automobile racer, was driving the leading car and as he came down the home stretch he signalled to them by waving his arm above his head and pointing behind him, meaning that there was danger in back. Ash and Watson started to walk up the track.

Bartold's machine had thrown up large clouds of dust and these had not settled. Watson kept close to the rail while Ash was seen walking a bit toward the center. They had only gone a short way when an Essex Special driven by Horace W. Shaw loomed up through the dust. Ash saw his danger and jumped toward the center of the track. Shaw seeing Ash about the same time, believing that Ash would jump toward the fence, swerved his machine toward the center. The front spring of the car struck Ash on the leg, throwing him again the right front wheel, and he then fell under the machine, the rear wheel passing over his body. Ash was killed instantly. Shaw was almost in a state of collapse after the accident. He did not continue racing. He was a chum of the chap he killed. The two were the closest of friends.

Mrs. Ash consented to a motorcycle funeral. Grover saw a motorcycle funeral in Providence, R. I., about a year ago, and frequently commented on its

appropriateness and maintained that it was one of the best tributes that could be paid to one who loved the sport. Such was the tribute paid to Grover by his many mourning friends. More than a hundred riders attended with their machines despite a downpour of rain. Members of the Rochester Motorcycle Club attended in a body. The services were largely attended by men affiliated with the cycle trade. The bearers, Arthur Bartold, George Meyers, William Kiefer, Joseph Renalto, George Rader and Chester Cocker, all were motorcycle riders. They were escorted in motorcycle sidecars.

LAST HONORS TO HAMMOND SPRINGS

FOLLOWED by a procession of motorcycles and escorted by motorcycle officers, the funeral cortege of Hammond Springs made its slow way to West View cemetery in Atlanta, Saturday.

It was a sad company with solemn faces, and the thoughts of the riders went back to just two weeks before when at just about the same hour the ten-mile national championship was finished and Springs was declared the title holder for 1922. The bearers were Harry Glenn, Hall Gilbert, Nemo Lancaster, Harry Vismore and Charlie Hages. All of the

motorcycle stores of Atlanta were closed to extend their sympathy to the family of young Springs. Among the profusion of floral tributes was an immense floral motorcycle from the Atlanta Motorcycle Club.

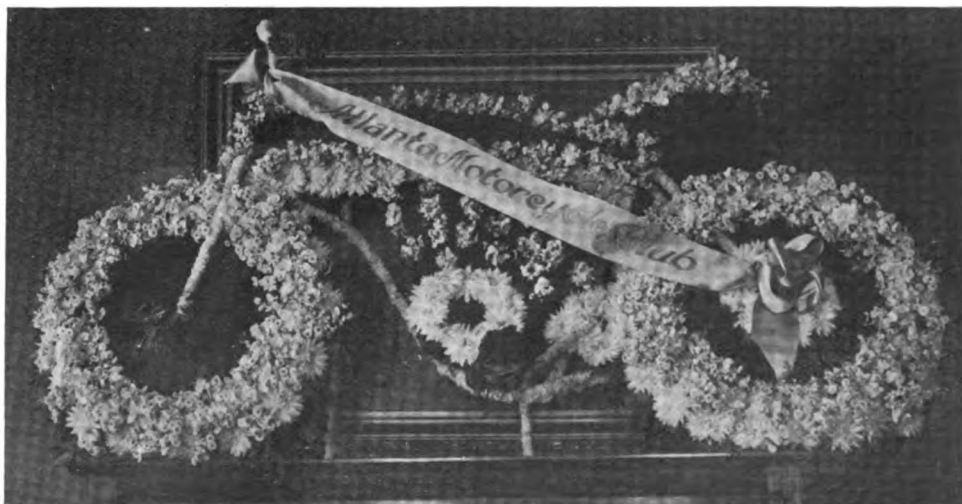
PROTESTS SOUTH BEND TRACK

EDITOR, Motorcycle and Bicycle Illustrated:—We would appreciate it if you will publish this letter in your paper. We consider every rider and dealer should protest the track at South Bend, Ind., and refuse to listen to any races to be pulled off on a track that has a death and accident record like the South Bend Track.

What is wrong with the M. & A. T. A.? Why do they give a sanction for a race meet on a track which has been condemned or, anyway, should be?

The death of Hammond Springs has shocked the entire South. He is mourned by all riders who knew him. Hammond was a good fellow, a clean rider and a good mixer.

The M. & A. T. A. should put a ban on the South Bend track until it is put in shape and inspected. Now is the time for them to show their colors. What will they do?—Raleigh Motorcycle Company, Raleigh, N. C. Geo. E. Baucom, Mgr.



Floral tribute of Atlanta Motorcycle Club to Hammond Springs

235 Gypsy Tours Organized

By A. B. Coffman

Chairman, Competition Committee

UP to this writing there are 235 Gypsy tours organized, and applications are coming in daily. We believe that the dealers as well as the riders are beginning to realize the pleasure and sport there is to riding a motorcycle, especially on Gypsy Tours, where the picnic feature as well as outdoor sports can be enjoyed by all. The time is getting short to Gypsy Tour dates—June 17 and 18 and dealers and clubs who have not already organized their Gypsy tours get busy at once. Remember the M. and A. T. A. at 326 West Madison street, Chicago, is here to assist you in every way possible to organize your tour and help you make it a success. Let's all go.

Below is a letter received from Mr. Fred C. Bailey, Auburn, Maine, which speaks for itself. Nuf said:

I understand the New England Gypsy Tour is coming to Old Orchard, Maine, June 17-18-19. If so, could you tell me who to write to, that would have charge of booking hotel accommodations. I have a house at Old Orchard, the Hotel Morin, on the beach midway of race course, that would accommodate about one hundred, also another rooming house nearby, that has about thirty rooms. My dining room could accommodate from 150 to 200. I can make a special rate of \$9.00 for the three days. There is plenty of parking space at the hotel. Being a member of the M. and A. T. A. I would of course do my part to make the Gypsy Tour the best ever. Hoping I may hear from you by return mail, I remain, yours truly, FRED C. BAILEY.

Denver, Colorado is to have a whale of a Gypsy Tour this year. The two motorcycle clubs of Denver, Denver Motorcycle Club and the Western Motorcycle Club, are working together on the proposition and they have the backing of all the dealers. That is the way to make your Gypsy Tour a success and show the general public who it is that rides motorcycles and that they are ladies and gentlemen. Other cities will do well to follow Denver's example.

Brazenor Boosts the M. & A. T. A.

"Bobby" Brazenor of motorcycle fame, Brooklyn, N. Y., is some booster for the M. and A. T. A. At a meeting of the motorcycle dealers from the metropolitan district, held in New York on May 15th, "Bobby" said he was going to get every man he sold a motorcycle to join the M. and A. T. A. As usual he started on the job promptly and on May 18 sent in registration fees from twenty of his customers. How's that? "Bobby" makes good as usual and this is only a beginning. This spirit will soon make the M. & A. T. A. what it should be and all dealers should follow "Bobby's" example. "Bobby," we thank you. Let's make it 50,000.

Ladies' Auxiliary to Syracuse Club

The ladies of the Syracuse Motorcycle Club will hold their first anniversary on June 9, 1922. There are fifteen members and it is 100 per cent. M. and A. T. A. This is a wonderful idea and the finest thing a motorcycle club could have, for it lends certain dignity and tone to

your club that you would not have otherwise. Other clubs will do well to imitate this example.

More Racing in the East

Horace P. Murphy of Syracuse, N. Y., writes that he expects to increase his schedule of motorcycle races at state and county fairs in the East this year, provided he can line up with the riders and be assured of the right kind of talent. All riders intending to compete this season should get in touch with Mr. Murphy at 328 Bastable Building, Syracuse, N. Y., at once, so he can make his plans accordingly.

Additional Gypsy Tours

Greeley, Colo.—L. F. Horne, 721 Ninth street, Greeley, Colo.

La Junta, Colo.—La Junta M. C.; C. E. Grooms.

New Haven, Conn.—New Haven M. C., Mack Nashman, 169 Meadow street.

Peru, Ill.—Herman Gleich, 1523 Fifth street.

Grantsville, Md.—L. G. Bittinger.

Readfield, Me.—D. C. Smith, Box 43.

No. Leominster, Mass.—Frank Bartolomeo, 21 Hamilton street.

Akron, Ohio—B. A. Waltz, 311 Rhodes avenue.

Canton, Ohio—John Shawver.

Cleveland, Ohio—R. S. McConnell, 6810 Superior avenue.

Memphis, Tenn.—C. R. Uhlmann, 386 Monroe avenue.

TRAFFIC CARDS

THE new city ordinance of New York City requiring all operators of motor vehicles within the city limits to carry traffic violation cards will go into effect on July 30. Within a few days, information will be sent out telling motor car users how they may obtain the cards.

It will be necessary for the applicant to provide two small photographs the size of those required from chauffeurs when getting their State licenses. One of the photographs will be attached to the card given to the applicant and the other will be attached to a duplicate filed in the Police Department. In no case will a card be issued unless the applicant has a State operator's license.

SOME RAIN

The Irish Cyclist says: "In one of the reports on the practising for the T. T. races we read: 'The rain on the whole, has done considerable good to the course; it has removed all the loose stones.' Some rain."

RACING MEN AVAILABLE

BELOW are the names and addresses of motorcycle riders, members of the M. and A. T. A. in good standing who will race this year. If any rider whose name should be on this list has been overlooked please get in touch with the Chairman of the Competition Committee, 326 West Madison street, Chicago, at once. This list is published so that promoters may get in touch with these riders promptly.

Clarence Price, 19 Weldon avenue, Mansfield, O.

R. G. Oakes, care Oakes' Motorcycle Shop, Wellsburg, W. Va.

Alexander Morrison, 511 Rising Sun avenue, Philadelphia, Pa.

William Minnick, 700 Delaware avenue, Wilmington, Del.

"Tex" Richards, 73 Augusta avenue, Atlanta, Ga.

"Speed" Woolf, 101 Marietta street, Atlanta, Ga.

L. Lawler, 118 Main street, La Grange, Ga.

Floyd H. Dreyer, 642 Market street, Youngstown, Ohio.

W. H. Korn, 430 Brady street, Davenport, Ia.

Jim Davis, care Pacific Motor Supply Co., Los Angeles, Cal.

Ralph Hepburn, care Pacific Motor Supply Co., Los Angeles, Cal.

Fred Ludlow, care Rich. Budeller, Los Angeles, Cal.

Otto Walker, care Geo. A. Faulkner, Oakland, Cal.

Ray Welshaar, care Rich. Budeller, Los Angeles, Cal.

Gene Walker, 453 E. Georgia street, Atlanta, Ga.

Eddie Brinck, 30 Morton avenue, Dayton, O.

Maldwyn Jones, Lebanon, O.

Joe Wolters, 3700 Cortland street, Chicago, Ill.

Paul Anderson, 3700 Cortland street, Chicago, Ill.

John C. Seymour, care Hendee Mfg. Co., 1229 So. Wabash avenue, Chicago, Ill.

Wells Bennett, care Strine Cycle Co., Portland, Ore.

L. E. Parkhurst, 2041 Grand avenue, Milwaukee, Wis.

Lester Foote, 319 Cleveland avenue, Loveland, Colo.

Frank Kuncie, 319 Cleveland avenue, Loveland, Colo.

Nemo Lancaster, 373 Peachtree street, Atlanta, Ga.

Orle Steele, 98 Broadway, Paterson, N. J.

Arthur Petcher, 133 Fort Hale road, New Haven, Conn.

Wilbur A. Story, 675 Ferry street, New Haven, Conn.

John Stahl, (sidecar) 73 Hancock avenue, Jersey City, N. J.

G. W. Edwards, 401 5th avenue, Astoria, L. I., N. Y.

Cliff Jenkins, R. F. D. No. 2, Wellston, O.

A. J. Little, 129 No. Wittenburg avenue, Springfield, O.

Carl Peters, 1122 Nolan street, San Antonio, Tex.

Elsworth Fredell, Lock Box No. 99, Mountaineer, Orange Co., N. J.

John Oberlacker, 4 Custer street, Rochester, N. Y.

Robert A. Waddy, 17 Winthrop street, Rochester, N. Y.

Hugh Murray, care of Cadillac Co., Fourteenth street and Broadway, Denver, Colo.

M. L. Frederics, 1201 Broadway, Denver, Colo.

Walter Higley, Longmont, Colo.

Martin's Creek Gypsy Tour Headquarters

A CONCERTED effort on the part of metropolitan dealers and motorcycle clubs to put across the biggest Gypsy Tour ever held in the Middle Atlantic States is under way at the present time.

The destination of this monster gathering of motorcyclists is to be Martin's Creek, Pa., seven miles above Easton. Here, on June 18, a big hill climbing contest staged under the joint auspices of the Tri-States Club of Port Jervis and the Triple City M. C. of Easton, will be run off. Six events are programed and exciting competition is assured for all who attend as this is a new hill and heretofore unconquered by wheeled vehicles. Keen competition is sure to result, for the metropolitan dealers have agreed to withhold support in climbs, but that does not bar Pennsylvania or New York State dealers from bringing out their best mounts and star riders.

At a meeting of the representative motorcycle dealers, clubs and riders of New York City and the vicinity held June 1 at the Harley-Davidson Sales Co. on West 110 street, New York City, twenty-one dealers and riders were present.

Plans were discussed for making sure that the big run across New Jersey to the hill should proceed without a hitch.

For New York City the following places have been designated as starting points:

Fort Lee Ferry (130th street); meet at 7.00 a. m.; committee, Ira Wood, Ernest Blauvelt and Pat Cloran.

Weehawken Ferry (42d street); meet at 7.00 a. m.; committee, Six Stern Brothers, Frank W. Snook and George E. Wood.

Desbrosses street Ferry; meet at 7.00 a. m.; committee, W. J. Ruhle, Frank P. Baker and A. Scala.

Cortlandt street Ferry; meet at 7.00 a. m.; committee, Bob Brazenor, Walter Koch, Harry Ison.

After crossing the Hudson River the

motorcyclists will proceed to Newark and the starting point is to be Washington Park, on Broad street.

With the assistance of the Firestone and Goodyear companies and the co-operation of the New Jersey M. C., the route across New Jersey will be marked to the hill climb.

At present the route selected is as follows:

Newark, via Park avenue to West Orange; Northfield road to Morristown; Speedwell avenue to Morris Plains; Mt. Tabor, Rockaway, Dover, Netcong, Budd Lake; Hackettstown, Beleviere and cross the Delaware River into Pennsylvania, there proceeding five miles to Martin's Creek.

In addition to colored arm bands marked "Guide" there will be riders patrolling the highway with machines marked with a "G." These men will aid in keeping the Gypsy Tourists on the right route.

It is planned to have the riders travel at 20 miles per hour pace and this will bring the big motor caravan to the hill by noon.

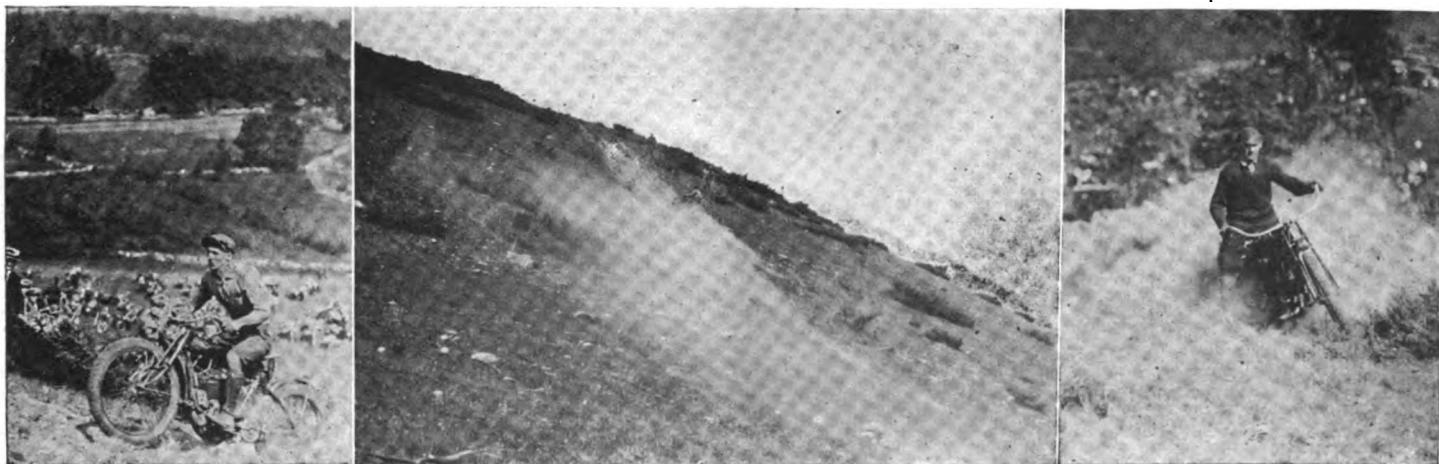
The first event is scheduled to be under way at 2.00 p. m. daylight saving time.

Those present at the meeting were:

Crotono M. C., H. B. Kahane, tourmaster, George Dennett; Bay Ridge M. C., John Hagstadt and C. A. Natter; Bergen M. C., William Smith; Greenwich Village M. C., Sam Yarrow and E. B. Holton, New Jersey. Dealers present were Calvin R. Webber, Carl W. Bush, G. E. Wood, Frank Snook, Morton D. Lantz, A. Scala, A. Lardino; Julius and Eugene Stern, Ernest Blauvelt, A. Scala, Frank P. Baker, Pat Cloran and John U. Constant.



The picture shows Frank Murray, Harley-Davidson dealer in Sacramento, Cal., getting ready for the "Days of '49" celebration. All men were requested to allow their beards to grow for thirty days, and the display of beards was a curiosity to every visitor. Some looked very good, but most of them were glad when Saturday night came



Snapshots taken in the dust at Lowell Hill Climb. Left: Walt Wood, winner of the 61 novice and 61 expert solo events. Center: The course. Right: John Scott, winner of the 37 open event

Sunbeam Rider Wins Tourist Trophy

(By Special Cable)

A. BENNETT, mounted on a $3\frac{1}{2}$ Sunbeam, captured the eleventh running of the Senior 500 c.c. Tourist Trophy race on the Isle of Man, on Thursday, June 1. The course measured $37\frac{1}{4}$ miles to the lap and the Senior riders covered six laps or 226.5 miles. Bennet's time for the distance was 3 hours and 53 minutes, the Sunbeam winner averaging 58 miles per hour. F. W. Dixon, mounted on an Indian, retired ten miles from the finish after having some sensational tussles with the winner.

The weather was ideal for the events and as a result records for a lap of the course were broken 19 times by the Seniors and 14 times by the Juniors.

The time made by Bennett is the fastest for the Senior T. T. Course of 226.5 miles. The best previous mark was 4 hours and 9 minutes made by H. R. Davies last year. The Junior T. T. winner also bettered the time for the course, the old mark being 3 hours, 37 minutes and 23 seconds.

The conditions for the Senior Tourist Trophy race called for the contestants to be mounted on touring motorcycles without pedalling gear, and having a cylinder capacity not exceeding 500 c.c. and be not less than $187\frac{1}{2}$ pounds in weight without oil fuel or tools. The tires must be a minimum of 2.16 inches (60 m.m.), with separate cover and tube, and with not less than three security bolts. Two independent brakes must be fitted and there must be efficient mudguards and stand. Sixty-seven riders were entered in this class.

On May 30 (Decoration Day) the Junior Tourist Trophy and the Lightweight Tourist Trophy were run together over five laps of the course, which carried the contestants 188 $\frac{1}{4}$ miles.

The conditions of the Junior T. T. called for cylinder capacity of 350 c.c., 165 $\frac{1}{2}$ pound weight, without fuel, oil or tools. Tires of 2.17 inches (55 m.m.) minimum, with separate cover and tube. Two brakes and efficient mudguards (to regulations) were required. Mounts for the lightweight T. T. had an engine capacity not exceeding 250 c.c., weigh not less than 165 $\frac{1}{2}$ pounds, without oil, fuel or tools. Tires of 2.17 inches (55 m.m.) and two independent brakes were required. There were 32 entries in the Lightweight T. T. class and 38 in the Junior.

T. M. Sheard, who was mounted on a $2\frac{3}{4}$ A. J. S., accounted for the Junior Tourist Trophy. He was timed in 3 hours and 26 minutes, making an average of 55 miles per hour. G. S. Davidson, who was astride a $2\frac{1}{4}$ Lewis, won



F. W. Dixon, Indian contender in British Tourist Trophy Race

FORMER T. T. WINNERS

Year	Rider and Mount	Miles	Time
1907	C. R. Collier, Matchless (Sin. Cyl.)	158 $\frac{1}{4}$	4:08:08.5
	H. R. Fowler, Norton (2 Cyl.)	158 $\frac{1}{4}$	4:21:52.8
1908	J. Marshall, Triumph (Sin. Cyl.)	158 $\frac{1}{4}$	3:54:50.2
	H. Roed, Dot (2 Cyl.)	158 $\frac{1}{4}$	4:05:58.4
1909	H. A. Collier, Matchless	158 $\frac{1}{4}$	3:13:37.8
1910	C. R. Collier, Matchless	158 $\frac{1}{4}$	3:07:24
1911	(Jun.) P. J. Evans, Humber	150	3:37:07
	(Sen.) O. S. Godfrey, Indian	187.5	3:56:10
1912	(Jun.) W. H. Bashall, Douglas	150	3:46:59
	(Sen.) F. A. Applebee, Scott	187.5	3:51:08
1913	(Jun.) Hugh Mason, N. U. T.	225	5:08:34
	(Sen.) T. Wood, Scott	262.5	5:26:18
1914	(Jun.) Eric Williams, A. J. S.	187.5	4:06:50
	(Sen.) C. G. Pullin, Rudge	225	4:32:48
1920	(Jun.) Cyril Williams, A. J. S.	188 $\frac{1}{4}$	4:37:57
	(Sen.) T. C. de la Hay, Sunbeam	226.5	4:22:23
1921	(Jun.) Eric Williams, A. J. S.	188 $\frac{1}{4}$	3:37:23
	(Sen.) H. R. Davies, A. J. S.	226.5	4:09:22
1922	(Jun.) T. M. Sheard, A. J. S.	188 $\frac{1}{4}$	3:26:00
	(Sen.) A. Bennett, Sunbeam	226.5	3:53:00
	(Ltgwt.) G. S. Davidson, Lewis	188 $\frac{1}{4}$	3:46:00

the Lightweight Tourist Trophy race in 3 hours and 46 minutes. Davidson averaged 50.7 miles per hour.

QUEBEC'S FIRST MOTORCYCLE MEET

Quebec, Can.—Quebec's first motorcycle races of the season attracted a crowd of between three and four thousand spectators. Paul Cantin, Indian, won five events. It is his first year on the track. Thibodeau, Indian, won two events, the half-mile and five-mile event. Marcoux won the light machine race on his Indian Scout, and Brulotte, with his Indian Standard, won the sidecar race. Summary:

Half-Mile—Thibodeau, Indian; Lachance, Indian. Time, 44 sec.

One-Mile—Cantin, Indian; Blondeau, Excelsior. Time, 1:26 $\frac{1}{2}$.

Two Miles—Cantin, Indian; Blondeau, Excelsior. Time, 2:51 $\frac{1}{2}$.

Three Miles—Marcoux, Indian Scout; Martineau, Indian Scout. Time, 4:40.

Four Miles—Cantin, Indian; Pichette, Indian. Time, 5:12.

Five Miles—Thibodeau, Indian; Pichette, Indian. Time, 7:18.

Two Miles (Sidecar)—Brulotte, Indian; Sheyn, Indian. Time, 3:40.

Seven Miles—Cantin, Indian; Pichette, Indian. Time, 16:12.

Fifteen Miles—Cantin, Indian; Pichette, Indian. Time, 20:3.

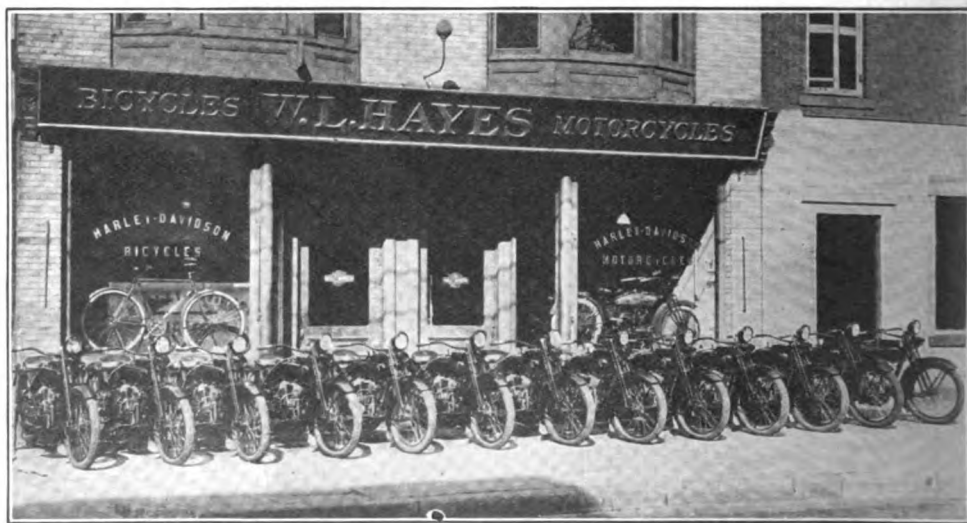
The promoters will be glad to have their American friends come to ride in Quebec for their next programme, which will be given towards the middle of July next. If those are willing to come to Quebec to participate in amateur or professional races will write to H. Plamondon, 11 Haldimand street, Quebec, they will be welcome.

LANSING HOST OF MICHIGAN GYPSIES

Lansing, Mich.—Plans for the Michigan Gypsy tours, which will concentrate at Lansing this year, have been completed, and from all indications a large delegation will be on hand from all parts of the State. Michigan is the originator of the idea of holding the Gypsy tour as a State event and having the tours for the entire State go to the same place. This was started back in 1917 and has been carried out each year with great success. It befalls the Lansing Motorcycle Club to do the entertaining this year and if present plans are all carried out everyone attending the tour is assured the time of their life. A tour of the city, grand parade, banquet and dance are planned for Saturday, with a day of field events and a big hill climb for Sunday. Any Michigan club or rider desiring further information may write Lansing Motorcycle Club, 326 N. Washington avenue, Lansing, Mich., Ray Rusk, secretary, for particulars.

LANCASTER CLIMB POSTPONED

Lancaster, Pa.—The Lancaster Motorcycle Club has been obliged to postpone indefinitely the hill climb scheduled for June 11. The ground on which the hill was located has changed hands and the new owners refuse permission for the climb. As soon as a new hill is found the climb will be held.



Connecticut State Police with their new U. S. Traxion Tread equipped Harley-Davidsons lined up before the Hartford, Conn., Harley-Davidson agency

What Motorcycle Clubs and Riders Are Doing

"DAD" HITS MILWAUKEE

Milwaukee, Wis.—"Dad" Barrett and family arrived in Milwaukee May 29. This hardy group is looking healthy and fit. Dad himself looked years' younger in his army chapeau.

ENGLISH HILL CLIMB

London, Eng.—The only Open Hill Climb for this year in England, was run off by the Auto-Cycle Union. The event was witnessed by thousands of spectators and was for standard touring machines only. Ernie Bridgman, riding an Indian, secured two first places in the sidcar classes.

DODGE CITY WINNER NOW SPEED COP

Milwaukee, Wis.—Irvin Janke, former Harley-Davidson speed man and one time winner of the Dodge City classic, has been appointed a motorcycle policeman and assigned with a squad to patrol Milwaukee's new system of arterial highways. Janke is still possessed of the ability to "open her up" and hold her on the road. Unlucky will be the motorist who believes he can get away from Irvin.

CLAIMS WORLD'S RECORD

Johannesburg, S. A.—Williams, Hunt & Co., Indian dealers, recently received the following letter from one of their customers: "I am sure that it will interest you very much to know that I have just completed 125,000 miles on the 1914 Indian motorcycle, which has been in daily use for slightly under 8 years. I have kept careful record of the mileage done and now consider that it must almost constitute a world's record in distance covered by any motorcycle. The distance equals five times around the equator.—C. H. Morely, Johannesburg, S. A."

BUILDS RAILROAD SCOOTER

West Jackson, Miss.—Mr. A. T. Poley, of West Jackson, Miss., tells some interesting facts concerning a railroad motor car which he built in 1914 for use in inspecting tracks between Nogan's Tower and Jackson. He bought a second-hand Indian motor No. 43D182 for his power plant, using a 32-inch compensating sprocket on the drive wheel, by having a piece made to screw into the sprocket, then fastened on axle of driving wheel with key and set screws. Mr. Poley states that he has got over 23,000 miles of service out of this motor, and it is in good shape at the present time. The cost for repair parts during the eight years it has been in service is around \$3, notwithstanding the fact that the grades are heavy and a load of 400 pounds in addition to his own weight is often carried.

THE INTERNATIONAL HILLCLIMB

The International Hillclimb at Brussels, Belgium, May 7, was not of the freak variety so popular in America. It was held on a road with an average grading of 14 per cent., although the inclination in sections of the hill were as much as 17 per cent. The start was a flying one on level ground and the hill started abruptly with a left-hand turn with the steepest portion following, immediately after which the slope eased up a bit to the finish of the kilometer. The winning machine, a pocket valve Excelsior twin, was ridden by De Mulder, instead of Taymans, as previously announced, who set a new record for the hill of 128 kilometers, or better than 80 miles an hour average. Fully 8,000 people saw the hillclimb and saw De Mulder smash the old record for the hill which had stood at 61 miles per hour since 1914.

CEDAR POINT FOR OHIO TOURISTS

Toledo, Ohio—All arrangements were completed for the coming Gypsy Tour from Toledo and surrounding towns, at a meeting which all the local dealers attended. The start will be made at 7 o'clock, May 18, from the army in Toledo with the destination Cedar Point on Lake Erie. The plan is to arrive there at 11 o'clock when everyone will register at the registration headquarters. At one o'clock all will line up for a panorama picture. The rest of the day will be devoted to whatever pastime appeals, and as there is a full quota of summer amusements, everyone should have fun. The return will be called for four o'clock, and anyone desiring to stay later can do so. Tours from the district within a radius of 75 miles are invited to make Cedar Point their destination. From advance reports the tours from Fostoria, Findlay, Lima, Marion, Mansfield, will be headed for the Point. Anyone desiring further information can write to any of the Toledo dealers who will be pleased to furnish same. Over eighty entries have signed up for the tour from Toledo, and it is the hope of the committee to bring this number up to over two hundred.

CHICAGO WILL PULL A BIG TOUR

Chicago, Ill.—Not satisfied with drawing a mere two or three hundred riders to their Gypsy Tour, as in 1921, the Chicago Motorcycle Club has laid plans for a Gypsy Tour this year which bids fair to eclipse anything yet done in the way of a motorcycle get-together. Preparations are being made to collect a crowd of four or five thousand at Zorn's Grove at Michigan City, Ind., for June 17, 18 and 19 for their Gypsy Tour. Through the efforts of the Gypsy Tour committee of the Chicago Motorcycle Club an outdoor dance platform is being built and good music will be provided. Riders are strongly urged to bring their camp equipment and make the most of the three days, but those who do not care to do so can secure accommodations at any of the many hotels in Michigan City at prices from fifty cents to two dollars a day. To assist riders in making advance reservations, the Chicago Motorcycle Club has opened an office right in Michigan City. Novelty races, swimming races, hill climbs and many other events, which will be open to all, will be held. A printed program of events will be distributed. Prizes will be awarded to the winners of the various events and a silver cup has been presented by the United States Tire Co. to be awarded to the club or organization bringing the greatest number of riders to the Gypsy Tour.

THREE DIVISIONS IN MILWAUKEE TOUR

Milwaukee, Wis.—In union there is strength, and Milwaukee's 1922 gypsy tour is going to be a mighty affair for a number of reasons. The lineup will be in three divisions.

Sanctions Issued

ENDURANCE RUNS

July 9—Capital City Motorcycle Club, Sacramento, Cal. Sanction 636.

July 10-11—Reading Motorcycle Club, Reading, Pa. Sanction 637.

July 15—Du Bois Motorcycle Club, Du Bois, Pa., Sanction 613. (Route—Du Bois, Curwensville, Clearfield, Philipsburgh, Port Matilda, Bellfonte, Lock Haven and Du Bois.)

July 15 and 16—South Hills Motorcycle Club, Pittsburgh, Pa. Sanction 610. (Route—Pittsburgh to Baltimore, Md., and return. Go over Lincoln Highway, return over National Pike.)

SECTIONAL ENDURANCE RUNS

July 2-3—So. Pacific Section, Los Angeles Motorcycle Club. Sanction 644.

SECTIONAL HILL CLIMBS

June 18—South Pacific Sectional—Golden Gate Motorcycle Club, San Francisco, Cal. Sanction 607.

June 25—Middle Atlantic Sectional. Rochester Motorcycle Club, Egypt, N. Y. Sanction 608.

HILL CLIMBS

June 11—Wolverine Motorcycle Club, Jerome, Mich. Sanction 654.

June 18—St. Louis Motorcycle Club, St. Louis, Mo. Sanction 651.

June 18—Leo N. Herrick, Rochester, Minn. Sanction 622.

June 18—Rose City Motorcycle Club, Seattle, Wash. Sanction 623.

June 18—Tri-States Athletic and Motorcycle Club, Triple City Motorcycle Club, Martin's Creek, Pa. Sanction 617.

NATIONAL CHAMP. RACES

July 4—300-mile Championship, Wichita Speedway Association, Wichita, Kan.

RACE MEET

June 20—Southern Motor Racing Association, Baltimore, Md. Sanction 658.

June 25—Entrenous Motorcycle Club, Montpelier, Ind. Sanction 657.

July 1—Horace P. Murphy, Danbury, Conn. Sanction 643.

July 4—Butler Aerie No. 407, F. O. E., Hamilton, Ohio. Sanction 629.

July 4—Thayer & Duncan, Columbia, S. C. Sanction 645.

August 6—R. L. Clark, Milwaukee, Wis. (Includes: 10 mi. 61-inch, and 25 mi. 30-50-inch Solo, 25 mi. Sidcar National Championship.) Sanction 630.

Sept. 4—Neill & Norcross, Greeley, Colo. Sanction 652.

TIME TRIALS

June 17—George A. Ellis, Old Orchard Beach, Me. Sanction 647.

A bicycle division, headed by Louis Pierron, will leave Milwaukee at 7 a. m. A motorwheel division sets out at 8 a. m., and the motorcycle division leaves at 9 a. m. Louis Peterik is the tourmaster. The rendezvous is to be Elkhart Lake, scene of several other happy gypsy tours in former years, a place where Jesse James does not run the hotel; a place where the inhabitants exhibit a good brand of hospitality. Delegations from Manitowoc, Sheboygan, Waukegan, Racine, Whitewater and Madison will also gather at this point. Elkhart Lake is about 70 miles from Milwaukee. To Wallace Wrede has fallen the duty of keeping the gypsies entertained, and the Milwaukee cyclists know that Wallace is an excellent choice, being the veteran minstrel of many a "Peppy Peterik Party." Jim Clark is gathering his Indian tribes and, as medicine man, prophesies a heap, big string of red ponies on the trail. The Milwaukee Journal is also behind the gypsy tour. "Slim," the hike and cycle tour promoter and Journal writer, and "Brownie," the well-known automotive editor will be among those present, as well as Walter and William Davidson and William Harley. The latter trio is prominent in the weekly tours. None have a better time than they do. Their presence with the boys goes a long way towards keeping motorcycle interest at white heat in Milwaukee.

RACES AT LEBANON

Reading, Pa.—The Parkside Racing Association, this city, including members of the Reading and Lebanon Motorcycle Clubs, held a race meet on the half-mile dirt track at Lebanon, Decoration Day. Paul Kleinspehn was referee; A. G. Bowers, the starter; W. Stout, judge; A. Stitzel and H. Focht, timers.

William (Butch) Lineaweaver, of Lebanon, holder of the track record, established the best time trial, covering the mile in 1:11½ on an Indian. Following are the results:

Five-Mile Amateur—First, L. Schaum (Indian); second, Raymond Unger (Indian); third, H. Gible (Indian). Time, 6 min. 37 sec.

Five-Mile Professional—First, A. Pechar (Indian); second, Langham (Reading Standard); third, W. Storey (Indian). Time, 6 min. 33 sec.

Eight-Mile Amateur—First, Raymond Unger (Indian); second, S. Kulp (Indian); third, Gible (Indian). Time, 10 min. 40½ sec.

Ten-Mile Professional—First—Schaum (Indian); second, Langham (Reading Standard); third, Hagemon (Indian).

Five-Mile Side Car—First, Mitzel (Indian); second, Hagerman (Indian); third, Wagner (Indian). Time, 7 min. flat.

Five-Mile Professional Side Car—First, Mitzel (Indian); second, Wagner (Indian); third, Hagerman (Indian). Time, 6 min. 57 sec.

GOOD RACING AT LOCKPORT

Lockport, N. Y.—The first race meet of the year drew a crowd from western New York and Canada. The races were snappy and hotly contested, with honors pretty well divided. A feature of the meet was the fact that the novices showed more speed than the experts. The next races will probably be held about July 15, on the new half-mile track which the Niagara County Fair Association is now completing. It will be one of the fastest half-mile tracks in the country, 60 feet wide on the home stretch and turns and 50 feet wide on the back stretch. The turns will be banked purposely for motorcycle racing. The results of the first meet follow:

Three-Mile, Novice Solo—First heat, Garrit, Indian; Ubelacher, Indian; time, 1:18. Second heat, Bratt, Harley-Davidson; Roberts, Harley-Davidson; time, 1:24. Final, Bratt, Ubelacher; time, 4:05.

Five-Mile Expert Solo—First heat, Waddy, Waverly Special, Bratt; time, 1:21. Second heat, Ubelacher, Roberts; time, 1:27. Third heat, Fessenden, Indian, Phillips, Harley-Davidson; time, 1:19. Final, Waddy, Bratt; time, 7:28.

Three-Mile Sidecar—First heat, Ubelacher, Indian-Fixl, Poole, Indian-Fixl; time, 1:29. Second heat, Witty, Harley-Davidson-Fixl, Corwin, Indian-Fixl; time, 1:33. Final, Witty, Ubelacher, Poole; time, 4:09.

Three Mile, Solo Expert—First heat, Fessenden, Roberts; time, 1:18½. Second heat, Phillips, Waddy; time, 1:19. Third heat, Bratt, Ubelacher; time, 1:21. Final, Bratt, Phillips; time, 4:00.

Ten-Mile Australian Pursuit Race—Won by Phillips. Time, 13:10.

The preliminary heats in all races were for one mile.

NEW YORK UNIVERSITY
BUREAU OF BUSINESS RESEARCH

90 TRINITY PLACE, NEW YORK
TELEPHONE: RECTOR 1-1153

May 15, 1922.

LEWIS H. HANBY, DIRECTOR

NORRIS A. BRISCO, MERCHANDISING
WILLIAM F. CORNWELL, PLANT MANAGEMENT
ANTON DE HAAS, FOREIGN TRADE
ROLAND P. FALKNER, STATISTICS
ELMER E. FENNER, BUSINESS MANAGEMENT
LEE SALLLOWAY, BUSINESS MANAGEMENT
CHARLES W. GERSHBERG, FINANCE
GEORGE S. HOTCHKISS, MARKETING
JOHN T. HADDEN, ACCOUNTING
JOSEPH W. ROE, INDUSTRIAL ENGINEERING

Mr. J. R. McNaughton, Sales Promotion Mgr.,
Hendee Mfg. Co.,
Springfield, Mass.

Dear Sir:

The undersigned, in collaboration with Mr. Richard B. Franken of the Bureau of Business Research of New York University, recently completed a thorough investigation to find out the degree to which the public is familiar with names and advertised brands of 100 representative commodities.

In the field of motorcycles, the name Indian was dominant in the minds of about 56% of the subjects tested. This is a remarkable degree of leadership. In only 19 out of the 100 commodities was there any one name that stood foremost in the minds of 50% or more of the persons tested. Indian was one of the 19.

The dominance was even greater in the minds of those who were able to name any brand at all. Many women, of course, were unable to mention the name or brand of any motorcycle. I congratulate you upon this splendid showing, which indicates that your name is exceptionally well-known in its field.

Cordially yours,

[Signature]
Head of the Department of
Advertising and Marketing

G. R. Hotchkiss - EMC

SPRINGFIELD,

HENDEE MANUFACTURING

Largest Motorcycle Manufacturer

Indian Prestige

When the Bureau of Business Research of the New York University submits an analysis on any business situation it is a known fact that this analysis represents the result of a thorough, scientific and unbiased investigation. Consequently, we are extremely proud of the letter reproduced herewith. It represents additional proof from a neutral source of INDIAN prestige and undisputed leadership.

Prestige is something which money cannot buy. It's the verdict of public opinion—it's the leader's reward. INDIAN prestige is a part of the INDIAN franchise. It's a distinctive selling asset which INDIAN dealers alone enjoy.

It is a pleasing coincidence that in the month of May, 1901, the first finished INDIAN MOTORCYCLE made its initial road performance and immediately obtained popular approval and leadership. In the month of May, 1922, the INDIAN reached its majority and the verdict of public opinion is the same.

Mention Motorcycles and the Whole World Thinks

Indian

URING COMPANY

MASSACHUSETTS, U. S. A.

Manufacturer in the World

For assurance of prompt attention to your wants, mention Motorcycle and Bicycle Illustrated

Announce Program for Atlantic City Show

ATENTATIVE program for the National Bicycle and Accessory Show and Convention at Atlantic City, September 11 to 16, was drawn up at the meeting of the Board of Directors of the Cycle Trades of America at the New York Headquarters, 35 Warren Street, Tuesday, June 6.

Monday, September 11, will be registration day, and all visitors will register and receive their credentials.

On Tuesday, September 12, a joint meeting will be held and the entertainment committee has promised a number of fine events for the evening.

The Show on the Garden Pier will be officially opened on Wednesday evening, September 13, with a dance.

On Thursday, September 14, the individual associations have meetings scheduled for 10 A. M. In the afternoon, bathing, golf and sundry other amusements will keep the visitors busy.

A joint meeting is scheduled for Friday, September 15, at 10 A. M.

On Saturday, the road championship of America will be decided under the auspices of the Amateur Bicycle League of America.

The Board of Directors voted to continue Horace Huffman as president of the Cycle Trades of America. There was a question raised by Mr. Huffman as to whether he should continue as president after he had severed his connections with the Davis company. The Board decided unanimously that he should continue. Mr. C. A. Baldwin, formerly of Bridgeport Brass, was also voted on and he, too, was urged to continue as a director unanimously.

A relations committee was appointed to take care of matters pertaining to dis-

agreements and report at the next meeting. R. J. Leacock was appointed chairman, the others being A. B. Coffman, DeWitt Page and W. G. Schack.

Chairman Fogarty of the Publicity Committee reported that National Bicycle Week had proven to be a great success and according to his check was larger than any previous campaign. Chairman Fogarty reported the use of 110 full pages, 45 two-third pages, 32 three-quarter pages, 45 half-pages, 22 third pages, and 16 quarter pages of advertising. In addition, there were many dealer ads in connection with C. T. A. ads used. Dealers displayed greater interest in this campaign than in any previous effort.

The Board of Directors went on record in favor of encouraging amateur racing. Trophies will be awarded to races deserving of them, such as the Milwaukee-Chicago and Coney Island Handicap races of Decoration Day. Not every race will be given a trophy, but such races that in the opinion of the C. T. A. is deserving of a trophy will be given one.

It was also voted for the Atlantic City Show and Convention to have, in addition to the National championship, a number of other bicycle events, home trainer races, bicycle polo, trick riding and plenty of dancing and other diversions.

W. G. Shack was voted a committee of one to gather information as to the best means of fostering legislation to keep cyclists from being crowded off the road by the motorized "road hogs." Mr. Schack will work with the National Security League, and Executive Secretary H. J. McCarthy will help him.

It was decided to issue a folder to be used as an annual report at Atlantic City

instead of the voluminous one as heretofore. The folder will show briefly the work done during the year.

The Board of Directors believe that the change in dates for the Atlantic City Show and Convention will be of benefit to the trade. It comes at a time when hotel rates will be reduced and provision will be made for reduced transportation. September is a good month and good crowds should be on hand.

The directors attending were Horace Huffman, W. G. Schack, DeWitt Page, J. P. Fogarty, A. B. Coffman, R. J. Leacock, C. A. Baldwin, T. E. Martin, proxy for L. J. Hood, John Henry and Executive Secretary H. J. McCarthy.

PREPARE FOR TITLE RACES

Preparations for the second national amateur bicycle championship are now under way. The championship will be held at Atlantic City, September 16, under the auspices of the Amateur Bicycle League of America, Inc., and champions from twenty-four sections of the country will compete.

The New York contingent will hold their elimination tryouts in August over the famed Ocean Parkway course, Brooklyn, N. Y., the course over which the 25-mile record was recently broken by almost two minutes, through the courtesy of the Empire City Wheelmen, and some new marks are looked for as a result.

All amateur bicycle riders are eligible, and it is only necessary to register with Amateur Bicycle League of America, Inc., to be permitted to compete.

Gold, Silver and bronze medals will be awarded to the first three to finish, and every entrant irrespective of whether he places in any race on the program, will be entitled to a medal of attractive design.

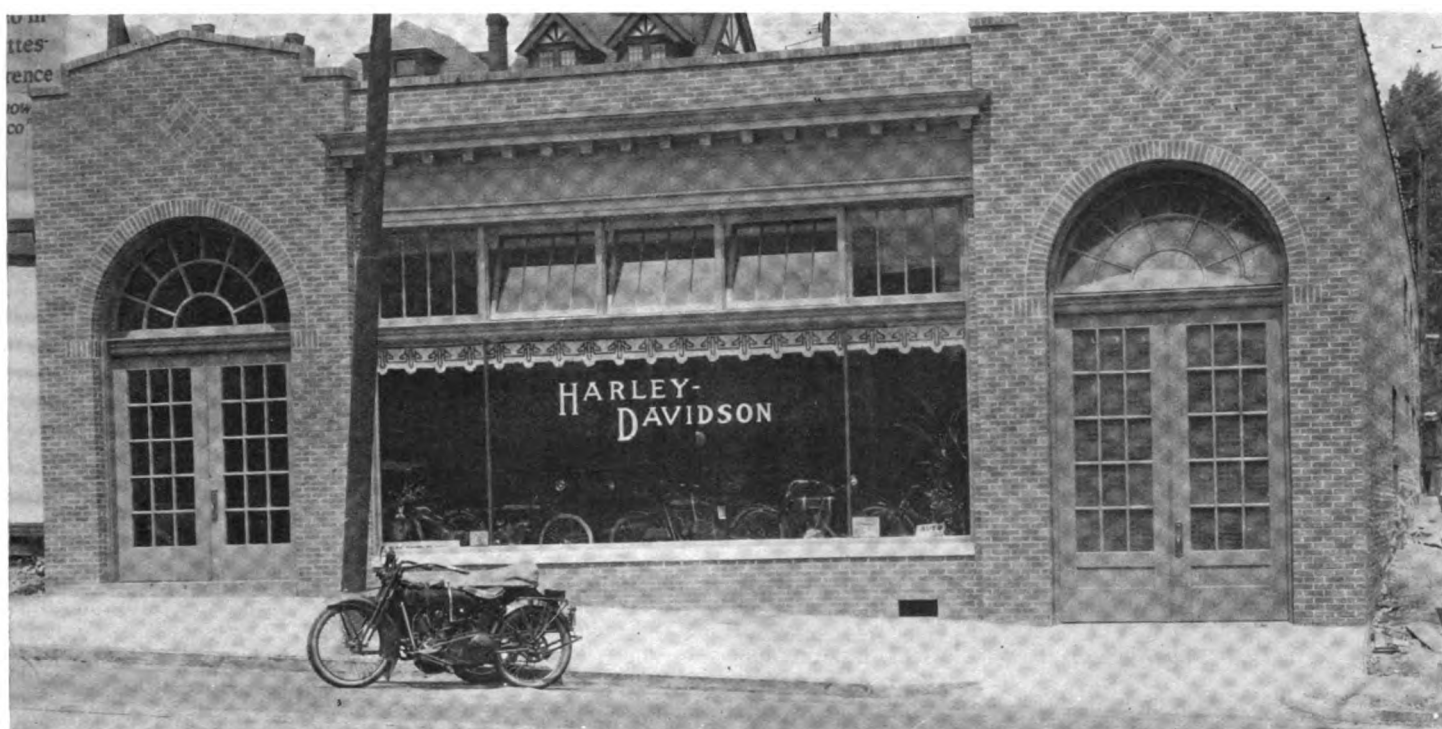
HOLD A TREASURE HUNT

MILWAUKEE cyclists are enjoying weekly trips promoted by The Milwaukee Journal. "Slim," who also acts as pacemaker for the motorcyclists, conducts a tour each Saturday afternoon. These are growing more popular each week.

The May 27 bicycle tour embraced about eight or ten miles and was in the form of a treasure hunt. Forty cyclists participated, four of them being girls. The destination was a pleasant wood at the hairpin turn of the old Vanderbilt Cup track. Boxes and sticks of goodies were hidden in most every conceivable kind of place, up in trees, in brush heaps, in hollow logs and just on the ground. It was a real picnic. Slim held the speedy inclined in leash and there were no cases of extreme fatigue. The line-up was an impressive one—conducive to bicycling interest. In fact, Milwaukee is ranking with the leaders as a bicycling center.



A picture which indicates that Garden Pier is the right name for the place chosen for the National Bicycle Show



Front view of S. H. Hamilton's new Pittsburgh store

From Gas Mantles *to* Gas Wheels

The Story of a Young Man Who, Grinned and Hustled, Who Didn't Get Lazy When Things Came Easy, Nor Discouraged When Times Were Bad

By *W. H. Parsons*

TEN or eleven years ago one of the sights on the streets of Pittsburgh was a husky youth scooting along on a motorcycle with a chandelier draped around his neck and a bundle of gas fitter's tools rattling on the luggage carrier behind him. He always wore a good-natured grin, but there was a determined set to his lower jaw that indicated he didn't consider himself or his business a joke.

He had started in the chandelier and lighting fixture business in a small shop in 1907 and the first two or three years of selling gas mantles and inverted burners didn't give much promise of a future competence. He managed to keep the grocer and the butcher paid and the sheriff away from the door of his little shop, but it was a tough struggle.

Then in 1910 he became real venture-some and invested \$10 in a bicycle repair kit and a few patches and parts and expanded his business by repairing and dealing in second hand bicycles. It was a good move, and his ambition grew apace. A few months after starting to repair bicycles he felt so opulent that he invested in a second-hand Thor motorcycle. He told himself he needed the exercise and pleasure to be had from motorcycle riding. He didn't get a great deal of fun out of the old Thor, but he did get the idea that there might be money in the motorcycle business and in the Fall of the

THIS is the ninth of a series of Dealer Success Stories, which we are sure will interest the readers of *Motorcycle and Bicycle Illustrated*.

The lessons they have learned; the problems they have solved; the methods by which they have achieved their success have been told to *Motorcycle and Bicycle Illustrated* by a number of the most successful cycle dealers in the country. What they have done others may do.

year managed to obtain a sub-agency for the Excelsior. Hanging chandeliers and selling motorcycles seemed to make a pretty good combination, and people began to take notice of the chandelier man who scooted about on a motorcycle, always grinning and always hustling.

Business improved and two years later he decided that he wanted to be boss of an agency of his own instead of working on a smaller commission for some one else. He heard that the Harley-Davidson agency for Pittsburgh was open and went after it. In October of 1912 he signed up for the Allegheny County agency. He didn't have any ready money, but he had a lot of nerve and gave his notes for the first investment. That's how S. H. Hamilton, who last month moved into one of the finest and best equipped motorcycle stores in the country, in the heart of the business and automobile district of Pittsburgh, started in the motorcycle business.

It hasn't been all easy going. Most of

the way it has been hard work, but the grin and the determined chin have been a winning combination. In 1913 "Ham" had his notes to meet. He dug in and sold 83 Harley-Davidsons, which was fifty more than the previous agent had sold the year before. Up to this year he had considered his motorcycle business as a side line, but now he made the discovery that it was the chandelier business that was the side line. He moved, the last of the year, into larger quarters and gave up the chandelier and gas mantle business. There were plenty of croakers who said he'd never be able to pay the high rent in his new location, but he just grinned and stuck out his chin and went out and landed a nice order from the police department, and made the most of the fact to advertise his machine. Since 1914 the Pittsburgh police motorcycle squad has increased from six to thirty-four and "Ham" has also got the officers of eighteen surrounding boroughs mounted on his machines.

Then he remembered that he bought his first motorcycle with the idea of getting some fun out of it, and it occurred to him that if he could help his customers to enjoy their motorcycles, they might help him to spread the gospel of motorcycling among their friends, so he promoted a picnic. It was such a success that it has become an annual event. Hamilton has made it a point to be a leader

in all rider activities since that first picnic. He says it pays to be sociable. Club runs, hill climbs, race meets, picnics, or any other activity in which the riders can get fun out of their machines are enthusiastically supported by "Ham." He acts as tourmaster for the annual Gypsy tour, and he heads the procession on a motorcycle. He believes that motorcycling is a social activity, and usually takes friend wife along when there is a tour or a picnic, and urges all the other riders to bring their best girls along with them, and make it a family affair.

His first family tour was made in 1914 when he took Mrs. Hamilton and their little daughter for a long sidecar tour through the East. It was a combined pleasure and business trip. They called on all the dealers in the different cities they visited and Hamilton talked with them, got their ideas and studied their methods of doing business. When he got back home he had a lot of new plans for increasing his sales. They were good plans, too, for he tripled his sales over the best previous year and far oversold his contract with the factory.

The next two years were still better. He increased his shop and sales force and worked harder than ever himself. The more successful he became the more enthusiastic a rider he was. He went to church on Sunday with his sidecar outfit, and wife and daughter for passengers.

PRESIDENT WALTER DAVIDSON, of the Harley-Davidson Motor Co., who attended the house warming of Hamilton's new store, says:

"Mr. Hamilton's store is certainly a beautiful establishment and an ornament to a fine neighborhood, but in addition to its beauty it is very practical. Harley-Davidson owners will appreciate the fine service more and more as time goes on. The show room is surely on a par with the best of any of the automobile salesrooms in the neighborhood. The repair shop is 100 per cent perfect. Stores of this kind will show the public that the motorcycle is a practical means of transportation. Mr. Hamilton and his corps of efficient co-workers are to be congratulated on their achievement, and I predict the utmost of success for them."

There was a rumor that he slept in his puttees, but this has never been proved.

Then came the time when Uncle Sam got into the war. The army took every man out of Hamilton's shop except one, but he got busy and reorganized his force and sold 400 machines in 1917. He could have sold more but couldn't get them, for the army was taking motorcycles from the factory as well as men from the shops. In 1918-19 the situation was the same. It wasn't a case of hustling to sell machines, but the hustling was

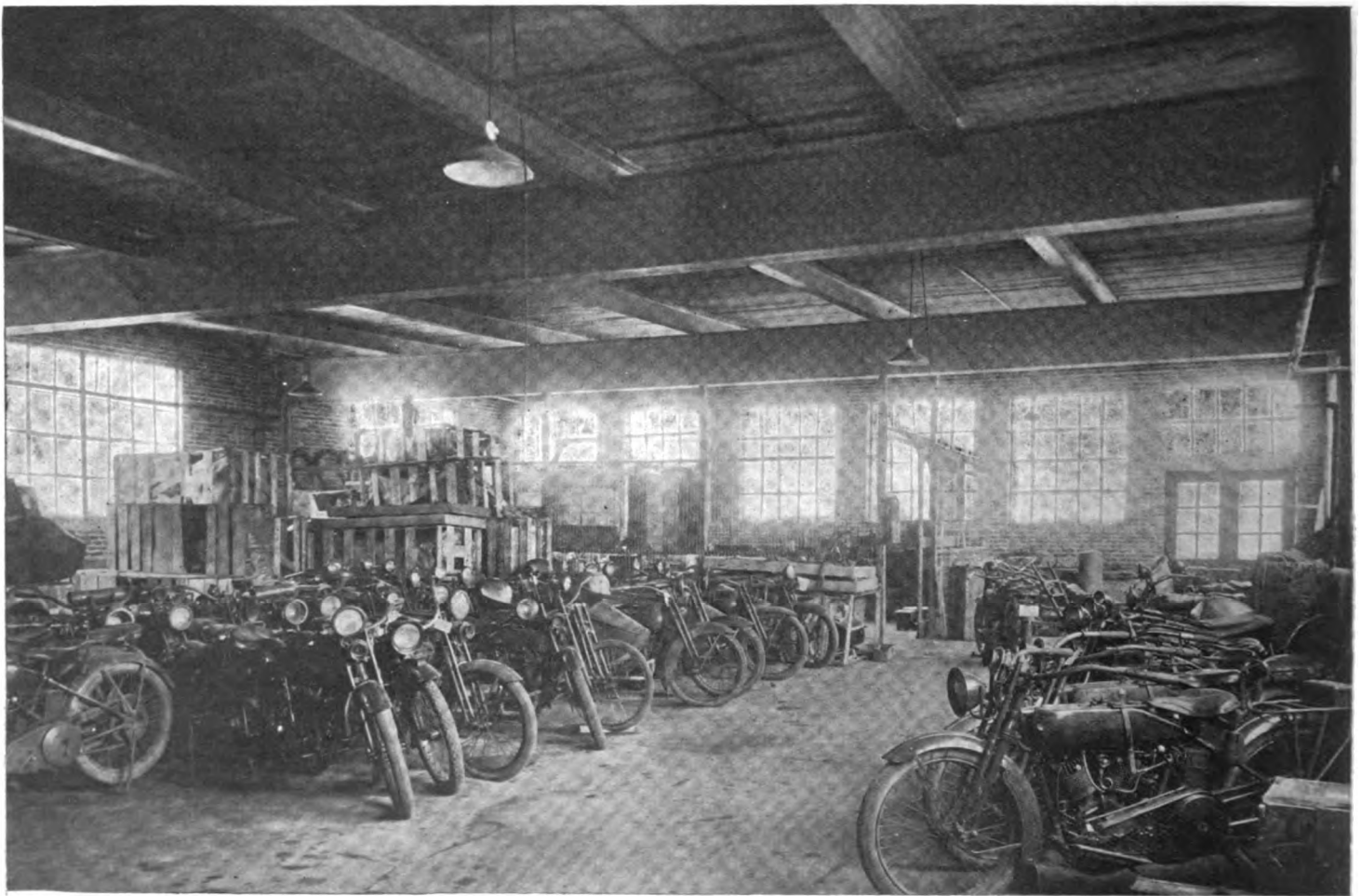
necessary to get them to sell. The manufacturing plants and mills were paying big money and the workers were spending it as fast as they could. In 1920 a second store was opened on the North Side of Pittsburgh and it was a money maker from the start.

Then came the slump of 1921, but easy business hadn't made Hamilton lazy. He had been hustling just as hard in the flush season as he did when he first started in business, so that when dull times came he was in prime condition for the battle. The books were balanced at the end of the year with a nice figure in the profit column.

The old store was getting crowded, but it probably would have been made to do a year or two longer if the landlord hadn't conceived the idea that he ought to tap Hamilton's bank account for a big slice of the profits and Hamilton couldn't see it that way. He found a good site at 5523-5525 Penn Ave., on the Lincoln Highway, and decided to be his own landlord.

The new store dedicated the other day is 50 feet wide by 125 deep. The sales and show room in front is divided from the shop and storage departments in the rear by a fire wall, and there is a driveway at the side to permit access to the shop without going through the show room.

The show room is 40 x 50 and the show



Repair shop and storage room in Hamilton's new Pittsburgh store. Note the abundance of light



A corner of the salesroom in Hamilton's store. Office and rest room are on the mezzanine over the show cases

cases are arranged at the rear so that the entire front is clear for display. The floor is Terazzo marble. Copper drip pans are placed beneath each motor. There are potted plants and comfortable chairs and convenient tables for catalogues and magazines. The big plate glass front gives an unobstructed view of the interior. On the mezzanine floor, over the show cases at the rear, is a rest room for the ladies, as well as the general offices and Mr. Hamilton's private office. Being on the Lincoln Highway many tourists pass the store. Hamilton has provided wash rooms and rest rooms for touring visitors and they are invited to make themselves at home.

The salesroom walls are finished in cream with the woodwork in pearl grey and mahogany. The ceiling is 16 feet above the floor and the room is lighted by the indirect system with five large pendant lamps suspended on long chains.

The shop is as complete as the salesroom and offices. There are 3800 square feet of floated concrete floor space. The roof is supported by heavy steel girders which span the 50 feet width and leave the floor entirely clear of pillars. The side walls are mostly windows in steel frames, and with wire netted glass, making the shop light and airy. The rebuilt machines are displayed in part of this space. The repair shop is systematically arranged, incoming machines on one side and outgoing on the other. The equipment is the most up-to-date obtainable. There is nothing in the way of repair or rebuilding that cannot be satisfactorily done in this shop.

Hamilton's slogan is that square dealing pays. This policy he applies particularly to the sale of used machines. He says he is not satisfied unless the buyer

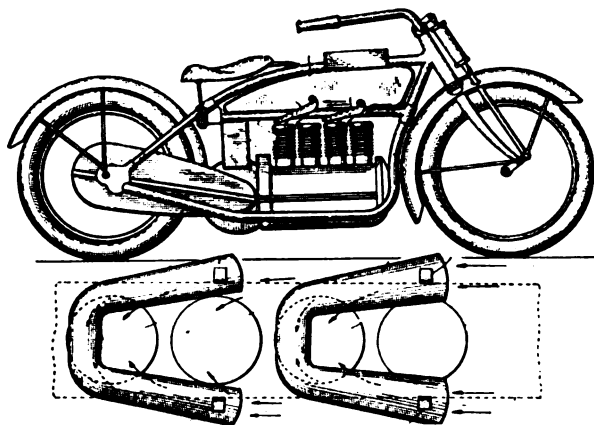
is, for he figures that every purchaser of a used machine is a prospective customer for a new machine later on. His records show that quite a large percentage of used machine buyers do eventually get new models. "The most essential thing in the motorcycle business is service," says Hamilton. "This includes personal service to the riders in the way of courteous treatment; shop service in the way of quick and reliable work; parts service in the way of having sufficient parts on hand to take care of your riders' needs regardless of the model or age of the machine."

Hamilton doesn't believe in monopoly. He doesn't want all the business in Pittsburgh. He says: "I am a firm believer in competition both from a sporting and a business angle. The more competition I have from other dealers the more motorcycles will be sold in Pittsburgh and the more motorcycles there are sold, the better it will be for the motorcycle business in general."



S. H. Hamilton

Hamilton is president of the Western Pennsylvania Motorcycle Dealers' Association, an incorporated body, which is doing a great deal to make life interesting for the riders of Western Pennsylvania, and business better for all the dealers of all makes. He is also a member of the Pittsburgh Board of Trade and of several fraternal societies. He's a good mixer and is equally at home with a crowd of motorcycle riders or a committee of merchants and bankers. Fourteen years ago he was peddling gas mantles. Today he has one of the finest motorcycle establishments in the United States. A good-natured grin and a determined chin are a hard combination to beat.



A novel air-cooling shield for motorcycles has been devised by Francis B. Schreiber of Harvey, Ill. It consists of two curved spaced shields arranged over the engine cylinders and inclined slightly upward so as to divert air currents downward onto the top of the engine cylinders. Each of these shields is approximately U-shaped in general outline with the forwardly extending arms of the U-member arched upwardly. The device is covered by patent 1,412,634

With the Trade

BUFF SCOUTS AROUND

New York—Sales manager Edward Buf-fum of the Hendee Mfg. Co. spent last week calling on the dealers in the New York and Newark territory.

SEIBERLING CUTS TIRE PRICES

Akron, Ohio—The Seiberling Rubber Co. announces tire prices on both cords and fabrics are reduced 12½%, effective immediately.

STEWART-WARNER SPEEDOMETER

Chicago—The Stewart-Warner Speedometer Corporation sales for first week in May were double those of the same period, 1921. The number of employees has been doubled since early this year.

MAKES 100,000 TIRES DAILY

Akron, Ohio—Increased operations of B. F. Goodrich Co. brings tire operations of all companies in the Akron district close to 100,000 a day.

RUBBER BUSINESS GOOD

Akron, Ohio—The Firestone Tire & Rubber Co. says: "Business is getting better, and at the same time competition is becoming keener. There is going to be more business, but to get it will require more careful thought, better methods and harder work than ever before."

HUBBELL DIRECTS ACCOUNTANTS

Springfield, Mass.—Col. Lindley D. Hubbell of the Hendee Manufacturing Company was elected a director of the newly organized Western Massachusetts National Association of Cost Accountants. This association is composed of accountants and executives of the largest firms in Western Massachusetts.

ALBANY CONCERN TO PUSH EVANS

Rochester, N. Y.—Last week Sales Traveler W. M. Banning, of the Cyclemotor Corp., closed an Evans Power Cycle contract which gives Van Wormer & O'Brien of Albany, N. Y., exclusive Evans selling privileges throughout several counties in the Hudson River Valley. The new Albany company has been planning to give their entire attention to the handling of the Evans, and are very optimistic over the future success they expect to obtain.

BARTSCH IS OPTIMISTIC

Springfield, Mass.—A. H. Bartsch, Gen. Sales Mgr. of the American Bosch Magneto Corporation, has just returned from a six weeks' circuit of the eastern and southern states, having visited 33 leading cities in that time. The trip was made for the purpose of investigating general conditions and studying their probable effect on automotive sales during the next six months. Mr. Bartsch found the south to be very "spotty" insofar as general business is concerned. Cars were selling well in some places and not well at all in others. Generally speaking, however, there is a definite lack of pessimism and a general looking up, which suggests that the near future, while it cannot be considered excellent, will be from fair to good and with intensive merchandising, sales ought to be somewhat better than last year.

CYCLE EXPORTS FOR APRIL.

New York City—Bicycles valued at \$9,328 were exported from the Port of New York during April. In the same period 1,031 motorcycles valued at \$285,548 and \$137,592 worth of cycle parts were exported from the same port. The amounts by countries follow:

Bicycles—Finland, \$206; Malta, \$55; Nor-

LEADERSHIP

Value of Advertising

WHEN the buyer says, "Where?" the advertisement answers, "Here."

Sane advertising follows the line of sales effort.

Advertising makes business good.

Advertising is based on the recognition of the honesty of the majority.

The value of advertising lies in its ability to make or stimulate sales.

Advertising can, will, and does sell.

Protect your investment in your past advertising.

You know what it costs to advertise, but do you know the cost of not advertising?

MOTORCYCLE AND BICYCLE ILLUSTRATED carries your "I have it" to the dealer or rider who says, "I want it."

way, \$35; England, \$38; Panama, \$366; Mexico, \$2,922; Barbadoes, \$16; Trinidad, \$28; British West Indies, \$95; Cuba, \$2,622; Domingo Republic, \$72; Dutch West Indies, \$87; Haiti, \$9; Brazil, \$583; Colombo, \$229; Venezuela, \$183; British India, \$102; Cochin China, \$1,680. Total, \$9,328.

Motorcycles—Belgium, 43,328 (156); Czechoslovakia, \$375 (1); Denmark, \$9,185 (38); Esthonia, \$2,364 (10); France, \$13,244 (80); Germany, \$1,398 (5); Italy, \$23,202 (85); Malta, \$350 (2); Netherlands, \$62,489 (215); Norway, \$14,689 (59); Portugal, \$7,338 (25); Rumania, \$308 (1); Spain, \$37,902 (141); Sweden, \$6,109 (38); Switzerland, \$5,931 (22); England, \$11,544 (41); Panama, \$974 (2); Mexico, \$358 (1); Trinidad, \$550 (2); Argentine, \$2,582 (10); Brazil, \$2,905 (10); Venezuela, \$468 (2); British India, \$811 (3); China, \$1,780 (4); Japan, \$5,360 (20); Australia, \$18,895 (69); New Zealand, \$8,029 (30); British South Africa, \$2,715 (9). Total, \$285,548. Number, 1,031.

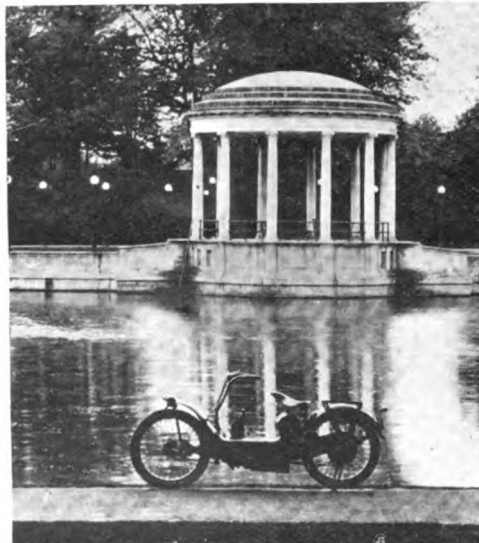
Parts of Cycles—Belgium, \$4,124; Denmark, \$2,054; Esthonia, \$461; Finland, \$8,148; France, \$674; Italy, \$6,209; Latvia, \$26; Netherlands, \$4,012; Norway, \$2,527; Portu-

gal, \$4,279; Rumania, \$145; Spain, \$5,416; Sweden, \$4,812; Switzerland, \$986; England, \$6,752; Scotland, \$5; Panama, \$39; Mexico, \$193; Bermuda, \$460; Barbadoes, \$100; British West Indies, \$461; Cuba, \$1,736; Domingo Republic, \$366; Dutch West Indies, \$11; Virgin Islands, \$24; Argentine, \$5,018; Brazil, \$417; Dutch Guiana, \$28; Peru, \$57; Uruguay, \$885; Venezuela, \$53; British India, \$1,218; Ceylon, \$52; China, 300; Java, \$247; Japan, \$59,546; Philippine Islands, \$181; Australia, \$10,403; New Zealand, \$3,057; British West Africa, \$7; British South Africa, \$381; Egypt, \$660; Portuguese East Africa, \$172. Total, \$137,592. Weight, 301,786 pounds.

MOTORCYCLE CENSUS

Washington, D. C.—In the May issue of Commerce Reports issued by the United States Department of Commerce there is a table showing the number of motorcycles in use in the different countries of the world. This was compiled by the automotive division and is as nearly correct as available information will permit. Manufacturers of accessories will be interested to know the prospective market in the different countries, as determined by the number of machines in operation. Canada is not included in the figures given. The table follows:

Algiers (Tunis)	246
Arabia (Aden)	69
Argentina	2,500
Australia	35,000
Austria	1,214
Belgium	20,000
British Guiana	138
British West Indies	360
Bulgaria	50
China	792
Colombia	12
Costa Rica	18
Cuba	250
Czechoslovakia	2,036
Danzig	210
Denmark	14,241
Egypt (Alexandria)	203
Ecuador	30
France	56,342
French Oceania	34
French West Indies	9
Germany	26,279
Gibraltar	25
Greece	43
Guatemala	60
Haiti	60
Honduras	15
Hungary	600
India	7,920
Italy	31,000
Japan	2,478
Malta	200
Mexico	710
Netherlands	15,000
New Zealand	25,000
Nicaragua	25
Norway	5,518
Panama	392
Palestine	100
Poland	400
Porto Rico	210
Portugal	200
Portuguese Africa	80
Rumania	12
South Africa	11,360
Spain	4,000
Straits Settlements	3,000
Sweden	16,270
Switzerland	9,800
Syria (Beirut)	40
United Kingdom	373,200
United States	207,930
Uruguay	250
Venezuela	150



Twilight in Roger Williams Park,
Providence, R. I.



Evans
POWER CYCLE

ABOVE we show the EVANS as the most economical small package delivery vehicle in existence. Here again the EVANS fills the long felt want of both large and small stores.

Under ordinary conditions, the special delivery of small packages is an item of great expense to the large retail store, and yet the reputation of the store suffers if this special service is not performed promptly.

The EVANS answers this problem to the satisfaction of both customer and store on account of its speed and economy.

For the store which has to send out comparatively small packages, the EVANS can do the entire work more economically and more satisfactorily than any other known delivery method.

The small pictures show three of the countless important uses to which the EVANS may be put.

Page Thirteen

A couple of pages from the new Evans catalogue

NEW CATALOGUE FOR EVANS

Rochester, N. Y.—"America's Answer to Her Century of Individual Transportation Problems" is the title of the latest catalogue just issued by the Cyclemotor Corp. The Evans Power Cycle is the answer given. The catalogue is a handsome example of the printers' and engravers' art, and the text matter has a most convincing punch.

WHEELER-SCHEBLER SALES HELPS

Indianapolis, Ind.—In connection with the introduction of their new Schebler De Luxe carburetor, special sales helps are being furnished by the Wheeler-Schebler Carburetor Co. to authorized service stations and other good customers. The same design has been used in all the printed matter with a general color scheme of yellow and black or orange, black and green. A large card with this design has been made in oil colors which give it a distinctive appearance. The small folders, window streamers, box labels complete the set. The entire scheme has been carefully planned and the results are attractive. Dealers who are willing to use this display material and have orders placed for the new carburetor can get it free of charge.

NEWS FROM THE WIGWAM

Springfield, Mass.—Signor Guida Podrecca, Deputy Italian Parliament, Head of the Mission to the United States, of the Italian National Association for War Consumptives, and his secretary Signor Guglielmo Nardi paid a visit to Hendee factory last week and while there placed an order for an Indian Scout to be used by his assistants to facilitate their work in the soliciting of funds. George "USCO" Ellis of Boston looked in Tuesday. George is major general in charge

of the Old Orchard Gypsy tour this year and he is getting things lined up early in advance so that everything will move smoothly. Mr. and Mrs. Fred Hunt of Rochester also called and Fred reports the dealers throughout his territory optimistic and finding less sales resistance.

E. F. Longley, a former Indian and Harley dealer at Marlboro, Mass., visited the Hendee factory on May 27, on his return trip from California, having left Redlands, Cal., on April 27.

Leland Thomas of Waltham, Mass., on the last lap of a 3,700-mile journey overland from San Diego, Cal., called in at the Wigwam on May 26. Mr. Thomas, riding an Indian Standard, made the trip in 22 days.

GOODRICH SHIPS TO AUSTRALIA

Akron—The B. F. Goodrich Company shipped eleven carloads of tires to Australia last week. The value of the shipment is approximately a quarter of a million dollars and is the largest shipment of finished product to leave Akron for many months. It exemplifies not only the heavy tire production in this district but also the resumption of substantial export trade by aggressive rubber concerns.

MOTORCYCLES IN GERMANY

Washington, D. C.—Assistant Trade Commissioner W. T. Daugherty says the growth of the motorcycle industry reflects an increasing popularity of motorcycle sport in Germany. The industry also enjoys a fair export market, 3,451 having been shipped abroad in 1920 and 1,928 in the last eight month of 1921 (no figures are available for January to May). Germany's importation of motorcycles amounted to 50 in 1920 and 35 in the last eight months of 1921.

D. P. HARRIS ON ANNUAL TRIP

New York City—D. P. Harris, head of the D. P. Harris Hdw. & Mfg. Company, sailed today for his annual trip to his Summer home in Nova Scotia. He will return in time to take in the Atlantic City Bicycle and Accessory Show and Convention in September.

Mr. Harris stated that he felt very good over the situation and never went away feeling better. The D. P. Harris company's volume of business through the entire year has been extremely satisfactory, as there seems to be an active demand for bicycles. Mr. Harris states that his belief is that the demand is due to the present low prices.

He also added that he is very much afraid that those in the business who are looking for lower prices on bicycles for the coming year than are now prevailing are due for disappointment. With 30 per cent advance in steel and nothing in sight to indicate further wage reductions, Mr. Harris states that he believes that a raise instead of a reduction may come.

NEW DEPARTURE BUSY

Meriden, Conn.—An early opening of the \$3,000,000 branch, in this city, of the New Departure Manufacturing Co., of Bristol, which was completed immediately after the war and has remained idle on account of the business depression, is indicated by the rapid improvement in business at the company's Bristol and Elmwood plants. Eight hundred men have recently been added to the payrolls.

TO PROBE GAS PRICES.

Washington, D. C.—The United States Senate has passed a resolution calling for an investigation into the price of gasoline.

ON THE BELL LAP

Live Comment on Current Cycle Happenings

By Walter A. Bardgett

OLD FATHER TIME paid a visit to the Newark Velodrome last Sunday and after taking a slant at John Bedell and Kramer winning, departed, murmuring: "What's the use."

* * *

The New York Velodrome has certainly had a tough break on their paced races. The first one had plenty of accidents and the second one was just about as bad. It seems to me that races of 15 miles or so would be about the proper caper for a while until the fans get educated to them.

* * *

Doc Stork called Monday night, May 29, at the home of Paced Champion George Chapman at Newark, N. J., and left a son. "Papa George" celebrated by winning a 30-mile paced race the following night at Providence, R. I., from Frank Corry, the Australian, and Vincent Madonna, the Providence Italian.

* * *

D. J. McIntyre, president of the Amateur Bicycle League of America, writes that he is getting along fine after his operation for appendicitis. "Mac" says that his cuisine consisted of weak tea and very light soup for several days, but that he is now allowed to take solid food and he expects to leave the hospital on Sunday.

* * *

The Rochester Bicycle Club, of Rochester, N. Y., and the Santa Barbara Wheelmen, of Santa Barbara, Cal., have applied for membership in the Amateur Bicycle League of America. The North Side Cycling Club, of Milwaukee, Wis.; the Opal Athletic & Benevolent Association, Chicago, Ill., and the Atlantic City Wheelmen, of Atlantic City, N. J., were elected to membership of the A. B. L.

* * *

The record-breaking fever has hit the amateurs. In the 100-mile road race between Milwaukee and Chicago on Decoration Day, Monroe Nolen, of the Alverno A. A., starting from scratch, won the time prize in 4 hours, 36 minutes and 30 seconds, which bettered the old mark at that distance, which was at 5 hours 5 minutes and 42 2/5 seconds. Emil Brakevelt, of Rochester, N. Y., made the old mark on September 25, 1920.

* * *

They came near sounding taps for Gabe Abieneste, the veteran starter, at the Newark Velodrome on Decoration Day. Under the strain of vigorous ringing the big bell fell as "Abie" was underneath figuring out some added starters for the races. The heavy bell did not hit him flush, but the glancing blow was enough to cut a gash in his head that required three or four stitches as well as cutting his hand and bruising his arm. He sure did have a narrow escape.

* * *

Jack Neville has a new job. The famed trainer, who has handled more cycling champions and near champions than any other trainer, is now first broom at the New York Velodrome. In addition to his duties of caretaker at the new Manhattan bowl Jack will glance over the field of amateurs that train up that way and pick out the most likely of the lot and try and

develop them. That is something that has been needed in cycling for some time. Kid Age is finally going to get a number of riders that are now scampering over the boards of the Eastern tracks and from the performances of some of them Kid Age is going to get 'em soon. They will need some riders to take their places and here's where Neville comes in. New faces are needed if the promoters are looking towards the future.

* * *

Rain has spoiled a number of race meets of late. Jimmy Hunter, impresario at the Point Breeze Velodrome, Philadelphia, had a hard time trying to open his track and then he failed. The opening was set for Thursday, June 1, but rain made him put off the races until Saturday. Rain again called

a halt. Jimmy will try hard to get started this week. The meet scheduled for Friday night last at the New York Velodrome had to be called off on account of a heavy fall of wet goods. New England meets were run, but the threatening weather kept the crowds away.

* * *

In Belgium the cycle-racing officials have followed the move by France in deciding the championship for the year, but in Belgium they have eight races instead of five as they did in France and they have tossed all three classes, amateur, professional and independent, which is about a semi-pro. class, into the series with riders scoring points in heats, semi-finals and grand semi-finals. The standing after the first race was as follows. Alois Degraeve, professional, 21 points; Joe Van Bever, professional, 17 points; Albert De Bunne, independent, 13 points; Jules Dhossche, Jean Louis and Pierre Rielens, professional, 7 points each; Jean Vandenbosche and Henry George, amateur, and Emile Otto, professional, 5 points each; Guillaume Verbiest and Maurice Dewolf, professional, 3 points each. The second of the Belgian title races was run on Sunday, May 31, and Degraeve won the final from Jules Dhossche, Emile Otto and Louis Maes, the latter being an independent rider. The standing of the first ten riders after the second race is as follows: Alois Degraeve, professional, 42 points; Joe Van Bever, professional, 30 points; Jules Dhossche, professional, 24 points; Albert De Bunne, independent, 18 points; Jean Louis, professional, 14; Pierre Rielens and Emil Otto, professionals, 12 points each; Maurice Dewolf, professional, 10 points; Jean Vandenbosch and Henry George, amateurs, 8 points each.

* * *

Gabriel Poulain, former champion of France, won the third race for championship of France, beating Maurice Schilles by three lengths in the final for first and second. Pierre Sergent, who is booked to appear in America this season, finished third. Sergent beating Paul Texier in the race for third after the latter was disqualified. The standing in the French titular series after the third race is as follows: Gabriel Poulain, 25 points; Maurice Schilles, 20; Pierre Sergent and Joe Peyrode, 8 each; Paul Texier, Marcel Dupuy and Lucien Louet, 7 each; Rohrbach, 5; Paul Didier, 4; Trouve and Devoissoux, 3; Chardon, Baron and Villepoux, 2; Martin, 1. The heats were won by Poulain over Chardon, Schilles over Trouve, Sergent over Rohrbach, Peyrode over Didier, Texier over Louet. Louet won the repechage from Trouve and Chardon. Dupuy, the present champion, started by honor in the first semi-final with Texier and the latter won. Poulain beat Peyrode in the second semi-final; Schilles the third over Louet, and Sergent won the fourth from Rohrbach. The first grand semi-final saw Poulain win from Texier, while Schilles accounted for the second grand semi from Sergent. Poulain beat Schilles by jumping early and opening to a lead of six lengths, which Schilles cut down to three at the finish. Texier "bumped" Sergent in the race for second men in grand semi-finals and was disqualified. Two more races are to be contested for the French title.



Bobby Walthour, Jr., son of the old veteran, who is showing rapid improvement

Newark Puts in Hectic Day

IT was rather a hectic day at the Newark Velodrome last Sunday. Delays due to punctures and several bad spills marked the events, but some good finishes to the events squared accounts for the fans.

The features on the program were a team match race in which Frank Kramer and Arthur Spencer met Orlando Piani and Ray Eaton and a five-mile tandem paced race between Alfred Grenda, Reggie McNamara and Alfred Goulet. A two-mile tandem race open to the riders that paced the Grenda-McNamara-Goulet race also featured the card.

Spencer and Kramer won the match race, which turned out to be a funny contest. The first heat was started about five times, Piani, Eaton and Kramer puncturing. Eaton won the heat after it was finally run. Piani took a flyer with Eaton protecting. Spencer tried to get through on the pole in the last lap, but Eaton held him in and Artie sat up. Spencer finished alone in the first running of the second heat and they let him go through to the finish, but ordered the heat run again when Piani was found to have

punctured. In the re-running of the second heat Eaton tried to make a runaway of it, but Kramer went after him and passed him as they entered the last turn, Frank winning with yards to spare. In the third heat Kramer tried to take a flyer, but Eaton and Piani chased him. It looked as though Piani would win, but he had to take a look, just like Lot's wife, and Spencer, the Behemoth, came along and trampled what chances he had in the last few kicks, giving the match to the Kramer-Spencer pair.

The tandem-paced race went along rather easy until the last few laps when Goulet went to the front. Just before the bell Goulet was in the lead, but Grenda left his pacing tandem and went after him. Grenda went right by and Goulet tacked onto him. McNamara was still in the running and in the last few yards nipped Goulet for the second money.

Goulet came back strong in the five-mile open and in one of the finest finishes seen at the track in some time beat out Willie Spencer, Alfred Grenda and Eddie Madden. Willie Spencer "gamed" it and

stuck to Goulet for second and he had to be assisted to the training quarters.

Jake Magin and Willie Hanley copped the tandem race at two miles with the champions of the A. E. F., Harry Horan and Fred Taylor, taking second money, the "vets" beating out John and Menus Bedell and "Speedy" Erskine and Carl Stockholm. John Bedell came to life in the two-third-mile handicap for the cash chasers, John, who had 50 yards, scampering home in front of Lloyd Thomas, 55 yards, and Peter Drobach, 60 yards.

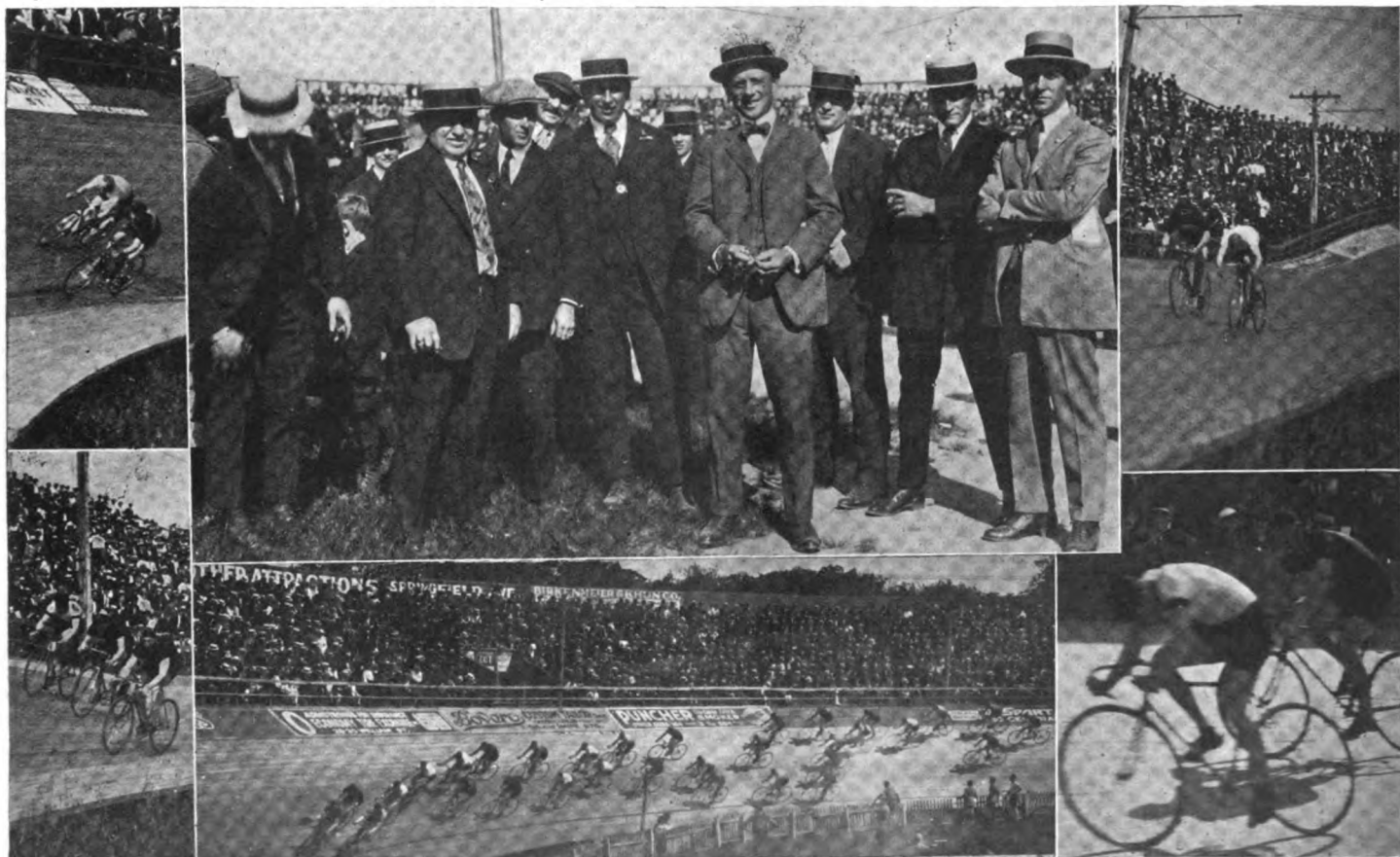
Howard Brant, 70 yards, won the amateur handicap at a half-mile and Willie Grimm and Joe Reni accounted for the other amateur races. The novice at a half-mile went to Patsy Detrogates. Summaries:

Half-Mile Novice—Won by Patsy Detrogates; second, Joe Delucca. Time, 1:06 1-5.

Half-Mile Handicap, Amateur—Won by Howard Brant, 70 yards; second, F. C. Smith, 65 yards; third, Joe Tempo, 70 yards; fourth, Louis Benefatti, 45 yards. Time, 53 2-5 seconds.

One-Mile Class B, Amateur—Won by Joe Reni; second, Joe Tempo; third, Henry Borst; fourth, Joe Osterhuber. Time, 2:03 4-5.

One-Mile Class A, Amateur—Won by Willie Grimm; second, Frank Bartell; third, Fred Spencer; fourth, Elmer Bundt. Time, 1:58 2-5.



At the Newark Velodrome on "Old Home Sunday," May 28. Upperleft, Piani holding off Kramer in first heat of match race; upper center, a gathering of "Old Homers," left to right, Donald McDougall, former amateur champion; E. March "Murphy," the trainer; Worth L. Mitten, from Davenport; Walter Schlee, former amateur; Chester Smith, the Long Island postman; Johnny Lake, an amateur king of years gone by; Johnny Hassenauer, Eddie Madden's Good Man Friday, and James Lindsey Hunter, pacemaker and manager of the Point Breeze Velodrome, Philadelphia; upper right, Piani passing Kramer on back stretch in second heat of match; lower left, Grenda (pole), McNamara (center) and Kaiser entering last turn in first heat of team match, in which McNamara and Grenda were disqualified because Mac hooked Kaiser a few yards farther on; lower center, the field in the hectic two-mile handicap, which Grenda won; lower right, Kaiser leading Grenda home in second heat of team match



They sometimes toss 'em at the Newark Velodrome, as can be seen from the photo at the upper right. Fred Spencer, the Plainfield rider, is seen sliding down the track along with other amateur, Sunday, May 28. George Mulder, left, and Joe Palmier, who "flivvered" from the Coast to Newark, may be seen at the upper right. Three "vets," Floyd Krebs, smoking the big "seegar" is at the left along with Worth L. Mitten, center, and Lloyd Thomas are at the lower center. At the left and right are scenes snapped the same day

Two-Third-Mile Handicap, Professional—Won by John Bedell, 50 yards; second, Lloyd Thomas, 55 yards; third, Peter Drobach, 60 yards; fourth, Willie Spencer, scratch. Time, 1:09 1-5.

Two-Mile Tandem, Professional—Won by Jake Magin and Willie Hanley; second, Harry Horan and Fred Taylor; third, John and Menus Bedell; fourth, Carl Stockholm and William Erskine. Time, 4:02 2-5.

Five-Mile Open, Professional—Won by Alfred Goulet; second, Willie Spencer; third, Alfred Grenda; fourth, Eddie Madden; fifth, David Lands; sixth, Willie Hanley. Time, 9:59.

TRENTON POLICE TO HOLD RACES

Trenton, N. J.—Saturday afternoon, July 8, the Trenton Police Social Club will hold their annual field day of sports, including foot races, mule and horse races and first on the program the bicycle will play an important part. This field day usually draws thousands of spectators and their committee has placed four bicycle events for the pedal pushers. These will be a half and one-mile open races, a two-mile handicap

and a pursuit race, four riders to a team. Instead of the usual prizes of stated merchandise orders will be given to the winners on their bicycle dealers. Entry blanks and full information can be had by communicating with George W. Harley, who will promote the bicycle program, for this day, at 2636 Braddock street, Philadelphia, Pa. The police are having the dirt track which is a half-mile, rolled and scraped each clear day to make it hard for the bicycle events which will be placed first that they may hold their races while the track is in the best condition. Being wide and having a very good homestretch all races will be run in one heat. Races will be run under the rules and sanction of the Amateur Bicycle League of America.

MIQUEL WINS BY A POINT

New Bedford, Mass.—Jules Miquel, the French paced rider, accounted for the paced race at the New Bedford Cycledrome on Thursday night, June 1. Miquel, George Wiley, of New York, and Frank Keenan, of Revere, rode two heats, the first at ten miles and the second at double that distance. Wiley won the first heat in 14:20 1/5 with Miquel second. Positions were reversed in the second heat with Miquel taking the heat and Wiley scoring second. By this system of scoring Miquel scored seven points in the second heat and with two for second in the first heat gave him the race with nine points, one more than Wiley, who scored five in the first heat and three in the second. Keenan scored a lone point in the second heat, the time of the latter heat being 24:48 3/5. Summaries:

Three-Lap (3-7 mile), Bristol County Championship, Amateur—Won by Albert Crossley, Jr.; second, James Coe; third, William White. Time, 1:01 4-5.

Pursuit Race, Amateur—Won by Albert Crossley, Jr.; second, George Loftes; third, Fred Jarvis; fourth, James Coe. Time, 3:18 4-5. Distance, 14.7 miles.

Three-Lap (3-7 mile) Handicap, Professional—Won by Willie Upton, 50 yards; second, Rudolph Blomstrom, 45 yards; third, Archie Villa, 65 yards; fourth, Frank Depanni, scratch. Time, 48 4-5 seconds.

Five-Mile Open, Professional—Won by Louis Gilson; second, G. Prococini; third, Tommy Fitzsimmons; fourth, Frank Depanni.

REVIVE OLD SPORTS

A WRITER signing himself "A High-Wheel Bicyclist" has written a letter to the New York *Evening World* praising that paper for reviving the marble game among the children, and he also asks the paper to revive cycling. His letter follows:

"Persons in every walk of life praise *The World* for having revived interest in the old game of marbles.

"There are other old outdoor, healthy, wholesome sports that I would like to see *The Evening World* or some other agency revive for the benefit of old boys and old girls and everybody else.

"The first and best is bicycling, and the second is roller skating. Both of these sports are healthy, wholesome outdoor exercises, and Greater New York has plenty of room for the exercise of both of them, despite the increase in the number of automobiles.

"The bicycle path alongside of the

walk on Riverside Drive has fallen into disuse, but it could be rejuvenated with little effort. Along this path bicyclists could ride to their hearts' content without fear of the demon automobiles.

As for roller skating, the Grand Concourse, from 163d street clear up to Mosholu Parkway, is ideal. The Grand Concourse has three wide asphalt roadways. Every evening, say from 7 to 11 o'clock, the centre roadway could be given over to roller skating. The Grand Concourse is convenient to all New Yorkers. It can be reached by the Lexington Avenue subway, or the new extensions of the Sixth and Ninth Avenue elevated roads, or by the 5-cent municipal bus line from 110th street.

As an antidote for the neurotic jazz, cabarets, etc., there is nothing better than the old-time outdoor sports. Nothing could help promote better citizenship than the revival of old, wholesome sports at this time."

Youngster Captures Inter-City Race

ALPHONSE VERTENTEN, a 16-year-old lad sporting the colors of the Belgian-American Cycling Club, was the winner of the strenuous 100-mile road race between Milwaukee and Chicago on Decoration Day. Elmer Hansen, Alverno A. A., was second, and Thomas Thorsen, Calerton A. C., was third.

All three were limit men, starting from the 70-minute mark from Milwaukee. Vertenten was timed in 5:58:03. Eighty-nine riders started, but only 55 finished, the others being put out by the heat and also by punctures.

Monroe Nolen, a member of the Alverno A. A., won the time prize from scratch in 4:36:30, bettering the old competitive record for the distance of 5:05:45 2/5, which was made by Emil Brakevelt, of Rochester, N. Y., on September 25, 1920. William Teuchler, Callerton A. C., took second time prize, starting from scratch, finishing a hair's breadth behind Nolen, followed by Arthur H. Laumann, of Milwaukee, also a scratch man, third by another scant measure. Nolen received, for his record-breaking ride, a silver loving cup donated by the Chicago Boosters' Publicity Club.

The first 75 riders to finish would have received prizes, but from the 89 starters only 55 finished, 34 entrants having been

forced out by tire trouble, spills or exhaustion.

No serious mishap occurred. A few bruises suffered by Charles Legon, Belgian-American Cycle Club, when his front wheel was hit by an automobile on the Waukegan road, just outside of Waukegan, represented the most serious case.

In taking the spill Legon upset Al Hartung, Milwaukee entrant, but Hartung continued to the finish and won fourth time prize.

Promptly at 6 a.m. the limit men, 70 minutes handicap, started off from Milwaukee, followed at intervals until an hour and ten minutes later the fifteen scratch men left.

Arthur Laumann, who took third prize for time, led the field of scratch men for twenty miles outside of Milwaukee, receiving stubborn opposition from Augie Benson of the Merry Gardens. From then on into the loop made by the riders as they finished in Humboldt Park, Chicago, to make the full century distance, it was the best man to win.

The heat took a toll of some starters as they ground their way over country roads and through Racine, Kenosha, Waukegan, Deerfield, Schermerville and Niles, where they had covered just 84.6 miles. Here the most stubborn resistance in the form of northward streaming traffic complicated the task.

As the weary riders tried to zig-zag in and out of the holiday traffic, some toppled over on the highway from sheer exhaustion and failure to keep their equilibrium under the slow pace required. Near the end of the route hundreds lined the streets, cheering the riders as they swept doggedly by in little groups.

The finish was dramatic, not alone because of the close competition offered by Hansen and Thorsen for first place, but because of the determination of the strippling Vertenten as he wheeled into the intersection of North and Campbell Avenues, at Humboldt Park, where thousands had stood waiting for hours to greet the winner of the grind. Summaries:

	Hdcp.	Time.
Alphonse Vertenten, Bel. Am.	70:00	4:58:03
Elmer Hansen, Alv. A. A.	70:00	4:58:04
Thomas Thorsen, Cal. A. C.	70:00	5:06:37
Clyde Stooddy, Terre Haute	40:00	4:40:02
Paul Goosens, Bel. Amer.	50:00	4:50:03
Silas R. Bailey, Terre Haute	40:00	4:40:04
Paul E. Johnson, Bri. Oak	60:00	5:00:01
Hiram Everts, Milwaukee	30:00	4:40:35
Frank J. McDermott, Unatch.	70:00	5:13:46
Albert Swanson, Cal. A. C.	40:00	4:55:04
Frank Orr, Ogden Park	70:00	5:16:41
Graham M. Elliott, Terre Haute	50:00	5:03:05
Frank Smessaret, Bri. Park	60:00	5:16:58
Peter Boogaret, Bel. Amer.	30:00	4:46:10
Paul Klaes, Bel. Amer.	30:00	4:46:12
George Cadotte, Cal. A. C.	30:00	4:46:14
Al Hartung, Milwaukee	20:00	4:37:35
A. Dunay, unattached	30:00	4:48:20
Basel Cortthier, Bel. Amer.	40:00	4:58:29
Cello Artinue	.....	.....

TIME PRIZE WINNERS

Monroe Nolen [scr.], Alv. A. A.	4:36:30
William Teuchler [scr.], Cal. A. C.	4:36:31
Arthur N. Laumann [scr.], Milw.	4:36:32
Al Hartung [20:00], Milwaukee	4:37:35



At the "Coney Island Handicap," promoted by the Empire City Wheelmen, Brooklyn, N. Y., May 30. Upper left: Joe Schaefer, the time prize winner. Upper center: First three men and time prize winner—left to right: G. Hess, E. C. W., the winner, William Heinsberg, North Hudson Wheelmen, second; John Riley, E. C. W., third, and Joe Schaefer, time prize winner. Upper right: George Hess, the winner. Lower left: Start of two-minute men. Lower right: A bunch on the first lap

INTEREST IN THE BICYCLE

WE have been glad from time to time in past months to note various bits of evidence pointing to the revival of public interest in the bicycle. One of the most conclusive of all has been the success of the bicycle race in North Little Rock Tuesday afternoon, when more than 125 entrants, with their bicycles, contested for the various prizes offered by the amateur association promoting the match.

No more healthful form of exercise ever was devised, calculated to cost so little in proportion to its benefits, than bicycle riding. Many years ago it was taken up by society and became a widespread fad. Then the automobile came along, and society dropped the bicycle for the motor car. And a lot of us who should have had more sense, dropped the bicycle, too, although the automobile which the rich substituted for it was too costly for us. Even with the drop in the cost of the motor car, many people would now be better off, physically and financially, if they had stuck to the bicycle.

And so we are glad to see the bicycle returning to favor, and figuring prominently as a source of recreation. We hope, and believe, that it will remain popular, with a more solid and more substantial popularity than it ever had. For with the bicycle there is no opportunity or excuse for sinking back in the cushions and becoming fat and flabby. Neither is there opportunity or excuse to worry about the price of gas or the size of John Dee's fortune.—Editorial in Little Rock, Ark., Democrat, May 31.

The race referred to was staged by Morris A. Ray, of the Arkansas Cycle House and was the first race meet in Little Rock in many years.

CORRY WINS FROM MIQUEL.

AT the New Bedford, Mass., Cycle-drome, Frank Corry, the Australian, won from Jules Miquel, the Frenchman, in a paced match on Monday, June 5, Frank taking the first heat at ten miles in 14:15 and the second heat at 15 miles in 21:42 1/5. Summaries:

Four-Lap (4/7-Mile) Handicap, Amateur—Won by Joseph Depanni, 85 yards; second, Albert Crossley, scratch; third, Fred Jarvis, scratch; fourth, George Angell, 15 yards. Time, 1:09 4-5.

Three-Lap (3/7-Mile) Handicap, Professional—Won by Archie Villa, 50 yards; second, G. Proccini, 35 yards; third, Frank Depanni, scratch; fourth, Oswald Colonna, 40 yards. Time, 49 4-5 seconds.

Five-Mile Open, Professional—Won by Vicent Markey; second, Tommy Fitzsimmons; third, Frank Depanni; fourth, H. Norantonio. Time, 11:35.

Miss-and-Out, Amateur—Won by Albert Crossley; second, Fred Jarvis; third, George Angell; fourth, George Loftes. Time, 3:35 2-5. Distance, 1 3-7 miles.

RIDERS IN KEEN RACE

EVERYTHING points to a close fight in the struggle for points in the motor-paced table this year. The season is about two weeks old, and two riders are tied up to and including the race at the New York Velodrome on Tuesday night, June 6. Jules Miquel, France, and Vincent Madonna, the Italian, are tied in points, but the latter has one more first than the Frenchman. The standing follows:

Rider.	1st.	2d.	3d.	4th.	Pts.
Vincent Madonna.....	4	1	2	0	27
Jules Miquel.....	3	4	0	0	27
Clarence Carman.....	3	1	2	0	22
George Chapman.....	2	2	2	0	20
Frank Corry.....	2 1/2	1	0	0	17
Victor Linart.....	1 1/2	2	1	0	17
George Wiley.....	0	2	4	0	14
Frank Keenan.....	0	1	1	2	7
Charles Verkeyn.....	0	0	3	0	6
George Colombatto.....	1	0	0	0	5
Jackie Clark.....	0	1	0	0	3
Willie Appelhaus.....	0	1	0	0	3
Percy Lawrence.....	0	0	1	0	2

Points: First, 5; second, 3; third, 2; fourth, 1.

*Corry and Linart rode to a tie at New Bedford, May 29. Points for first and second (8) were divided between them.

MADONNA WINS ANOTHER RACE

Worcester, Mass.—Vincent Madonna won his second race of the season at the Lake Coliseum Monday night, June 5, finishing well ahead of Victor Linart and Clarence Carman in a 30-mile motor-paced event. Madonna's time was 42:43 2/5. Carman was far in the rear, due to pace-making motor trouble, but Linart gave Madonna a fine battle until the 20th mile had been passed when the Italian lapped the Belgian once and then twice. Madonna led from the opening gun.

Frank Cavanaugh won the five-mile open professional event in a thrilling finish, just edging out ahead of Ralph Spiers. The handicaps of the other riders proved too much for Cavanaugh and Willie Kellar in the four-lap handicap race for pros. The summaries:

Three-Mile, Amateur—Won by Sam Gow; second, Walter Greenquist; third, George Rhodes; fourth, Malcolm Wallace. Time, 7:27 4-5.

Four-Lap (4/7-Mile) Handicap, Amateur—Won by George Milton, 75 yards; second, Tom Logan, 55 yards; third, Malcolm Wallace, 60 yards; fourth, Ernest Dufrene, 80 yards. Time, 1:08 2-5.

Four-Lap (4/7-Mile) Handicap, Professional—Won by Walter Rosenthal, 105 yards; second, William Cupit, 80 yards; third, Dennis Connolly, 90 yards. Time, 1:03 3-5.

Five-Mile Open, Professional—Won by Frank Cavanaugh; second, Ralph Spiers; third, James Cobert; fourth, Tommy Grimm. Time, 12:05 1-5.

HONORS ARE WELL DIVIDED

HONORS were pretty evenly divided at the New York Velodrome on Tuesday night, June 6, when the races postponed from Friday, June 2, were run. Harry Kaiser defeated Reggie McNamara in a match, Harry taking the first and third heats. Orlando Piani, the Italian, accounted for the three-cornered match race, winning the first and third heats from Willie Spencer and Ray Eaton. Eaton was second in the first heat to Piani and also was second in the second when Spencer won. Spencer was second in the third heat to Piani.

One of the best finishes seen on the local track since its opening was that of the five-mile open, which was paced by five riders. Ray Eaton looked like a winner in the stretch, but Eddie Madden came with a great rush of speed and nipped Ray at the tape.

The two-mile handicap for the pros. was all for the handicap men, Fred Weber, 130 yards, taking the race in the fast time of 3:42 4/5. Gus Lang and Alfons Verraes accounted for the tandem race at two miles.

The 30-mile paced race between Vincent Madonna, the Providence Italian, who was paced by Eddie Root; Willie Appelhaus, the German rider, who was piloted by John Schlee, and American Paced Champion George Chapman, who had Jimmy Hunter pacing him, was spoiled by accidents to both Chapman and Appelhaus. Madonna won with many laps to spare with Appelhaus in second position. Chapman punctured both of his borrowed bicycles and had to withdraw from the race near the finish. Summaries:

Two-Mile Lap Race, Amateur (open to New York City riders only)—Won by Felix Patti; second, E. C. Bendi; third, Louis Hibban; fourth, Louis Benesatti. Time, 4:16 4-5.

Australian Pursuit Race, Amateur—Won by Fred Spencer; second, Frank Bartell; third, Elmer Bundt; fourth, Sam Gastman. Time, 5:41 3-5. Distance, 2 1/4 miles.

Half-Mile Handicap, Amateur—Won by Burton Fenn, 65 yards; second, E. C. Bendi, 45 yards; third, Sam Gastman, 35 yards; fourth, Frank Bartell, 10 yards. Time, 54 2-5 seconds.

Two-Mile Handicap, Professional—Won by Fred Weber, 130 yards; second, Cliff Papworth, 70 yards; third, David Lands, 70 yards; fourth, Gus Lang, 60 yards. Time, 3:42 4-5.

Two-Mile Tandem, Professional—Won by Gus Lang and Alfons Verraes; second, Jake Magin and Willie Hanley; third, Harry Horan and Fred Taylor; fourth, David Lands and Lloyd Thomas. Time, 3:48 2-5.

Five-Mile Open, Professional—Won by Eddie Madden; second, Ray Eaton; third, Cliff Papworth; fourth, Alfred Goulet; fifth, Willie Hanley; sixth, Fred Taylor. Time, 10:05.



Action at the Newark Velodrome. Left, Goulet leading Madden and Kaiser in a match race; center, Ray Eaton beating Kramer to the jump in a match; right, broadside of Madden leading Goulet and Kaiser in match

CHAPMAN WINS 30-MILER

PROVIDENCE, W. I.—American Paced Champion George Chapman was the winner of the 30-mile motor-paced race at the Providence Cycledrome on Decoration Day night. Frank Corry, the Australia, was second and Vincent Madonna, the local Italian, finished third. The time was 42:57 3/5.

Carl Ruden paced Chapman and he went to the front at the start and soon had Madonna within sight for a lap. Chapman tried to pass Madonna but the Italian sprinted and staved off the champion's effort. At 17 miles Madonna had to change bicycles. Corry was sailing along and when Madonna came out again he tried to get by Frank, but the latter held him off. The Italian again had tire trouble in the last mile.

Louis Gilson, Taunton; Humbert Norantonio and Frank Depanni, both local riders, engaged in a match race and it proved to be spectacular. Gilson won the first heat with Depanni second. Depanni took the second with Gilson beating out Norantonio for the place. Gilson won the third heat and clinched the match, Depanni taking second in the third session. Summaries:

Four-Lap (4-7 mile) Handicap, Amateur—Won by Martin Denig, 85 yards; second, Peter Colonna, 80 yards; third, Howard Pitts, 80 yards; fourth, R. Seveigny, 50 yards. Time, 1:05 2-5.

Two-Mile Open, Amateur—Won by Albert Crossley; second, Peter Colonna; third, F. Jarvis; fourth, Frank Frazzani. Time, 4:38 4-5.

Half-Mile Handicap, Professional—Won by G. Proccini, 50 yards; second, Oswald Colonna, 65 yards; third, William Upton, 60 yards; fourth, Albert Lancillotti, 45 yards. Time, 59 4-5 seconds.

Three-Mile Open, Professional—Won by Rudolph Blomstrom; second, Joe Reeber; third, G. Proccini; fourth, Michael DeOrto. Time, 6:41 1-5.

KELLER, CAVANAGH & CO. WIN

Worcester, Mass.—Frank Cavanagh and Willie Keller supplied some stirring finishes in the sprint races at the local cycle track on Thursday night, June 1. Keller, Cavanagh & Company ran one-two in the five-mile open and Keller ran third in the pro handicap at 4/7-mile handicap.

The paced feature on the program was a 25-mile event between Clarence Carman, Long Island; George Chapman, the paced title holder, and Charles Verkeyn, of Belgium. Carman won the race in 36:10 2/5. Chapman was in second position at the finish. Summaries:

Half-Mile Novice—Won by Henry Fish; second, R. E. Leonard. Time, 1:06.

Four-Lap (4-7 mile) Handicap, Professional—Won by Frank Drobach, 85 yards; second, Tom Connolly, 95 yards; third, Willie Keller, scratch, 85 yards; fourth, Hugh McPartland, 120 yards. Time, 1:02 3-5.

Five-Mile, Professional—Won by Willie Keller; second, Frank Cavanagh; third, Ralph Spliers; fourth, James Cobert. Time, 12:05 2-5.

One-Mile Handicap, Amateur—Won by Harold Aldrich, 75 yards; second, Tom Logan, 60 yards; third, William Magill, 95 yards; fourth, George Milton, 80 yards. Time, 2:21 2-5.

Three-Mile Open, Amateur—Won by Walter Greenquist; second, George Rhodes; third, Henry Fish; fourth, Sam Gow. Time, 7:59 1-5.

DEALERS TO HOLD RACE

Bridgeport, Conn.—A 20-mile handicap road race will be held by the Bridgeport Bicycle Dealers Association on the Boulevard at Seaside Park on Sunday afternoon, June 25. The race is sanctioned by the Amateur Bicycle League of America. Entries close with J. F. McCormack, 1670 Stratford Ave., Bridgeport, on Friday, June 23. Race will be started at 3 p.m. and no entries will be accepted on the day of the race. In the event of rain the race will be postponed to July 9.

NEW TRACK AT ERIE BEACH

Buffalo, N. Y.—The first outdoor cycle races held in or near Buffalo in some time were staged at Erie Beach on Decoration Day. A good crowd turned out for the events

held on the new quarter-mile track at that beach. The races were featured by close finishes and a few spills. The feature race of the day was the unlimited Australian pursuit race, which was captured by Fred Seligman, who beat out Ignatius Gronkowski after going 6½ miles. Gronkowski took the two mile lap race and C. Mozolf, 160 yards, accounted for the handicap at 1½ miles. Summaries:

Half-Mile Novice—Won by S. Brzezniak; second, C. M. Holbrook; third, V. A. Zitzler. Time, 1:18 1-5.

Two-Mile Lap Race, Amateur—Won by Ignatius Gronowski; second, W. J. Fraser; third, Carl Smith; fourth, P. C. Rott. Time, 5:55 4-5.

Australian Pursuit Race, Amateur—Won by F. W. Seligman; second, Ignatius Gronowski; third, A. E. Wahl; fourth, Carl Smith. Time, 17:42. Distance, 6½ miles.

One and One-Half-Mile Handicap, Amateur—Won by C. Mozolf, 160 yards; second, V. A. Zitzler, 170 yards; third, L. F. Shreck, 80 yards; fourth, C. Zawadski, 170 yards. Time, 3:33 4-5.

CHAPMAN WINS REVERE RACE

Revere, Mass.—Paced Champion George Chapman accounted for the 30-mile motor-paced race at the Revere Beach Cycle Track Saturday night, June 3, Chapman leading Jules Miquel, France, and Vincent Madonna, the Providence Italian, home in that order. The time was 42:02 1/5. Willie Keller and Frank Cavanagh, the Newarkers, who have been winning most of the races up this way, had a match race and Keller took the first two heats, the first at a half-mile and the second at a mile, the latter even being paced by Hardy Jackson. Summaries:

Half-Mile Novice—Won by Anthony Bernard; second, Gerard Goeman. Time, 1:11 4-5.

Half-Mile Handicap, Amateur—Won by Michael Verrochio, 115 yards; second, Roy Brandt, 100 yards; third, Rocky Caputo, 100 yards; fourth, Alfred Keith.

Miss-and-Out, Amateur—Won by Frank Hughes; second, John Gallo; third, Leo Maggoli; fourth, Charles McDonald. Time, 7:07 1-5. Distance, 2½ miles.

Half-Mile Handicap, Professional—Won by Tom Connolly, 90 yards; second, Hugh McPartland, 95 yards; third, Fred Hurley, 80 yards; fourth, J. B. Rollins, 75 yards. Time, 54 1-5 seconds.

Five-Mile Open, Professional—Won by Ralph Spliers; second, Willie Keller; third, James Cobert; fourth, Tommy Grimm; fifth, Frank Cavanaugh. Time, 12:09 4-5.

CARMAN IS NEVER HEADED

Revere, Mass.—Clarence Carman, the Long Islander, defeated Victor Linart, the world's and Belgian paced champion, George Wiley, the New Yorker, and Frank Keenan, the localite, in a 35-mile motor-paced race at the Revere Beach Cycle Track on the night of Decoration Day. Carman took the lead at the start and was never headed, winning by a quarter lap over Linart and a half lap over Wiley. The time was 48:23 2/5.

Frank Cavanagh, the Newarker, beat his fellow townsman, Willie Keller, for first place in the five-mile open. Frank Drobach won the cash-chasing handicap and Fred Hansen and John Gallo accounted for the amateur races. Summaries:

Half-Mile Handicap, Amateur—Won by Fred Hansen, 75 yards; second, F. L. Hebb, 70 yards; third, Walter Hansen, 110 yards; fourth, Frank Logan, 90 yards. Time, 59 1-5 seconds.

Three-Mile Open, Amateur—Won by John Gallo; second, Leo Maggoli; third, George Carmody; fourth, Bert Carmody. Time, 7:33 1-5.

Half-Mile Handicap, Professional—Won by Frank Drobach, 75 yards; second, Ralph Spliers, 35 yards; third, Tim Sullivan, 110 yards; fourth, Walter McKenzie, 120 yards. Time, 55 1-5 seconds.

Five-Mile Open, Professional—Won by Frank Cavanagh; second, Willie Keller; third, Ralph Spliers; fourth, James Cobert; fifth, Tommy Grimm. Time, 11:54 4-5.

ONE-SIDED PLEASURE

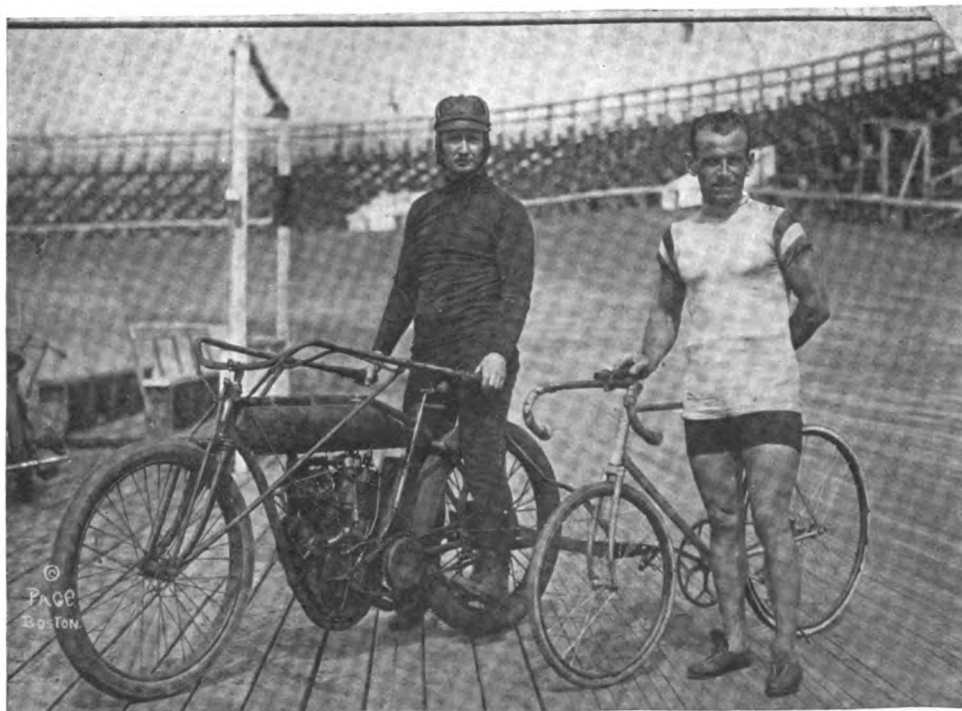
A SCOTCH laborer was slipping out of the yard during working hours to "wet his whistle" when he ran into the boss:

"Hello!" said the latter pleasantly, "were you looking for me?"

"Ay," replied Sandy, "I wis lookin' for ye, but I didna want tae find ye."—Edinburgh Scotsman.

THE IRISH CYCLIST SAYS

"That if you want a thing well and quickly done do it yourself—on a bicycle."



Rudy Lehman, the pacemaker, and Jules Miquel, French paced rider, at the Revere Beach Cycle Track

Photo by Leonard A. Page

Activities Among the Amateur Cyclists and Clubs

ST. LOUIS UNCOVERS STAR

ST. LOUIS, MO.—The youthful Carl Tegler, who prior to Saturday afternoon, June 3, was an unknown quantity as far as the St. Louis cycling records go, blossomed forth as one of the most promising youths seen around this vicinity in many years by capturing the mile and a quarter juvenile event with a beautiful sprint across the finish line and came back in the feature race of the afternoon, the ten-mile handicap, and held such experienced scratch riders as Ed. Conrad, Chester Nelson and Lou Droz in the rear to win first place prize. Tegler's time for the juvenile was 3:05 and riding from the two-minute mark in the ten-miler his time was 26:50.

The races were held under the auspices of the Century Cycling Club and were originally scheduled to take place May 6, but owing to the unfit condition of the Fair Ground Park roadways they were postponed on two different occasions, each time with a promise from the city officials to have the course in shape. This promise was fulfilled, although rather late, in the form of a "lightening fast" track as they say in racing circles. Tarred and strewn with fine gravel made the course excellent for racing and enabled the riders to step at a lively clip without fear of spills or injury.

While Tegler's performance in beating such experienced youngsters in the juvenile as Glendale Kribs and Joe Holland was remarkable, his ten-mile ride in the feature was even more startling, as he completely upset the advance "dope" by keeping well out in front of the scratch men. As the race progressed there were those who believed the scratch combination would overtake the youth and wear him down as they had passed other riders from the fourth lap, when they caught the field. But as the grind wore on Tegler failed to weaken as was expected, to the contrary he seemed to grow stronger. Turning into the stretch two of his riding mates held him in the rear but he soon sprinted into the lead and crossed the finish line with space between his nearest competitor. Some idea of the youth's performance on his first out can be gained by the fact that Ed. Conrad's time, the fastest of the scratch men, was just 1 minute and 50 seconds faster than Tegler's and again he was forced to set the pace almost all the distance.

In the second race, the mile and a quarter open scratch event, Louis Droz just managed to nose out Thomas E. Martin, of the St. Louis Cycling Club, and F. L. Frillman for first honors. The actual race did not begin until the riders turned into the straight a-way, the balance of the time was consumed in "jockeying" for a good position to sprint when the opportunity came. Ed. Conrad and C. Nelson, stars of the Century Club, were not in this position at the right time and were left when the dash for the tape began, finishing well to the rear. Droz's time for this distance was 3:48.

Seventeen riders left the mark in the ten-mile handicap and 14 finished, the others withdrew or were forced out with wheel trouble. The time honors in this event went to Ed. Conrad, who negotiated the eight laps in 25 minutes and 10 seconds, averaging a mile in a fraction over 2 and 1/4 minutes. There are those followers of the racing game here who contend this to be a record for 10 miles on the Fair Grounds course but as the officials records are unavailable at this time, this contention will have to go as an opinion only. However, a lap-by-lap account of the

race shows the scratch men to have been in the 13th position on the first lap and from there climbed up to finish in fourth place, catching the first limit man on the fourth lap. Young Tegler, who rode the first lap in seventh place also took the lead on this lap and never relinquished his advantage throughout the remainder of the distance. The summaries:

One and One-Quarter-Mile Juvenile—Won by Carl Tegler; second, Felix Bonzon; third, Glendale Kribs. Time, 3:05.

One and One-Quarter-Mile Open Scratch—Won by Louis Droz; second, T. E. Martin; third, F. L. Frillman. Time, 3:48.

TEN-MILE HANDICAP

Pos.	Rider	Hdcp.	Time
1	Carl Tegler	2:00	26:50
2	Otto P. Nelson	2:00	26:50%
3	W. W. Pennell	3:00	27:50%
4	Ed. Conrad	scr.	25:10
5	Louis Droz	scr.	25:10%
6	C. Nelson	scr.	25:10%
7	F. L. Frillman	1:00	26:10%
8	J. Coughlin	1:00	26:10%
9	G. Kribs	2:00	29:38
10	L. Hartwig	3:00	31:11
11	Wm. Schuette	2:30	30:41%
12	Al. Barth	2:30	30:41%
13	C. Trost	3:30	30:41
14	G. Ritchie	2:30	31:11%

MAGNES AND O'SHAUGHNESSY STAR

West Hoboken, N. J.—The members of the Century Road Club of America met Sunday morning, June 4, at the top of Weehawken Hill at 8:15 and journeyed out to Grand avenue, Ridgefield, N. J., for a set of "cork" races. The results follow:

Five-Mile Unpaced for Class B Riders—Won by R. Magnus, 13:36 seconds; second, P. Schuszetk, 13:59 3-5; third, T. Bigna, 14:14 4-5; fourth, J. Dashowitz, 14:20 1-5; fifth, A. Cooper, 14:22; sixth, A. Bourne, 14:36 2-5; seventh, E. Hery, 14:43 3-5; eighth, H. Felsing, 14:51 2-5; ninth, F. Cifarelli, 15:1-5.

One-Half-Mile Scratch for Class A Riders—Won by F. O'Shaughnessy; second, H. Kuntz; third, N. Smith; fourth, J. Rawlins; fifth, A. Everard; sixth, D. Rawlins; seventh, H. Bell. Time, 1:17.

Six-Mile Handicap for Class B Riders—Won by R. Magnus, 1:00; second, A. Cooper, 2:00; third, A. Bourne, 1:30; fourth, F. Cifarelli, 1:30; fifth, J. Dashowitz, 1:00; sixth, H. Felsing, 30 seconds; seventh, T. Bigna, 30 seconds; eighth, E. Hery, scratch; ninth, P. Schuszetk, scratch.

Time trails for the Five-Mile Unpace Novice Trophy—Won by R. Magnus, 13:26 4-5; second, A. Cooper, 14:22.

The ten-mile handicap for Class A riders was called off until next Sunday on account of the heavy traffic on the road.

CYCLISTS AT HENDEE PLANT

Springfield, Mass.—Several of the members of the Century Road Club Association, whose headquarters are at 37 W. 128th street, New York City, took advantage of the Decoration Day holiday for a bicycle run through New England. Paul Ackerman and Irving Blaustein, of the Long Island division, and Jackie Silver and John Rahmsdorf, of the New York division, stopped in at the Hendee plant on May 29, and were taken for a trip throughout the factory. The 156-mile trip from New York to Springfield was made in 13 hours' actual riding time. The boys also visited the Fisk Rubber Co.'s factory and got a firsthand knowledge of the manufacture of bicycle and automobile tires.

ACME RACE IS NEXT

NEW YORK CITY.—The next cycling event of importance in the Metropolitan District is the Concourse Cycle Classic, to be held Sunday, June 18, on the Grand Concourse under the auspices of the Acme Wheelmen, and sanctioned by the Amateur Bicycle League of America.

An attractive prize list is being arranged by the committee in charge, which expects to have one of the most valuable prize lists of the season.

An official ten miles will be measured off to give the scratch men a chance to break the existing record. The course is ideal, and with the present stock of riders on scratch it is expected to have a new mark made in this classic. The last two races have seen the old records erased from the books and it shows the honor men are capable of making new figures if given a good course.

Among those who will go after the record and will ride from scratch are Joe Schaefer, of the promoting club, who made a new record for the Coney Island classic held on Decoration Day; John Amabile, a club mate, who finished second fastest in that race; Anthony Beekman, the 25-mile record holder; Arthur Nieminsky, the National champion; William Wherry, the flat floor star; Bert Marquard and Walter Caldwell, the C. R. C. A. stars.

Entries will close with Frank Hawk on Monday, June 12, at 610 E. 182d street.

SCHAEFER WINS FROM SCRATCH

New York City.—The Acme Wheelmen held their weekly club race Sunday, June 4, over the Pelham Parkway course. Nineteen riders faced the starter and 11 finished.

Joe Schaefer, fresh from his victory in the Coney Island Handicap, held Decoration Day, when he won the time prize, establishing a new record for the race, won a hard earned victory. Riding from scratch, he worked his way through the field with the aid of H. Schlesman, who started from the honor mark with him. They just caught the leaders at a quarter of a mile to go. Schaefer won in a driving finish from Fred Weislin, who had captured the last two races. D. Corbett placed third, followed by Hugo and Theodore Schlesman. Schaefer's time for the 13 miles was 32:51 1-5.

The finish is as follows:

Pos.	Rider	Hdcp.	Time
1	Joe Schaefer	Scr.	32:51 1-5
2	Fred Weislin	1:00	33:51 2-5
3	D. Corbett	1:30	34:21 3-5
4	Hugo Schlesman	Scr.	32:52
5	Theodore Schlesman	30	33:22 1-5
6	George Cameron, Jr.	1:30	33:22 2-5
7	Chas. Comerford	1:00	33:52 3-5
8	Salv. Grasse	30	33:23
9	Thos. Corse	2:00	35:08
10	Wm. Muller	2:30	35:50

OSTERHAMMEL IS FAST

New York City.—Fred Osterhammel won the Pelham Unpaced Trial, promoted by the Bronx County Wheelmen, at 3 miles on the Grand Concourse on Sunday, June 4. His time was 7:40. Joe Kohn, 7:52; A. Blechert, 8:20, and Frank Fay, 8:21, was the order of finish of the others. Bill Stokes took the Tonges trophy race from Blechert, second; Osterhammel, third, and Fay, fourth.

Eugene Aickelin, who won the previous 8 1/2-mile "cork" race, accounted for this one as well, riding from scratch in 22:56 1-5. Osterhammel, scratch, 22:56 2-5; William Stokes, 30 seconds, 23:26 3-5; Joe Kohn, 15 seconds, 23:11 4-5; Frank Fay, 30 seconds, 23:27; Harry Tolg, 2 minutes, 24:57, and H. Blechert, 15 seconds, 24:06, was the order and time of the others to finish.

VOLPE IN WINNING FORM

New York City.—Tom Volpe, riding from scratch, took all the honors in the weekly U. S. I. "cork" race held on the Grand Concourse Sunday, June 4. The scratch men caught the leaders with about a half-mile to go and the finish saw Volpe and Eisele riding to the line where Volpe just managed to win by inches. They were closely followed by the rest of the field, consisting of about 20 riders. Time and order of finish follows:

Won by Tom Volpe, scratch, 20:05; second, "Spots" Eisele, scratch, 20:05 1-5; third, R. Galli, 45 seconds, 20:50 2-5; fourth, J. Becker, scratch, 20:05 3-5; fifth, Andy Pavera, scratch, 20:05 4-5.

Time Point Winners—Won by Tom Volpe, 20:05; second, "Spots" Eisele, 20:05 1-5; third, J. Becker, 20:05 3-5.

STOCKTON, CAL., DEALERS EXPAND

Stockton, Cal.—Horr & Brock, Indian dealers, have moved into a new store at 22-28 E. Miner avenue. They had to have more room for their rapidly growing business.



C. R. C. A. cyclists at the Hendee plant. Left to right: Jack Silver, Paul Ackerman, Irving Blaustein and John Rahmsdorf.

C. R. C. HOLD WEEKLY RACES

Brooklyn, N. Y.—On Sunday, June 4, the Long Island Division of the C. R. C. A. held a two-mile handicap Class B race and a one-mile scratch point race.

The Class B race was won by A. Berels riding from the 175-yard mark. Berels took advantage of his handicap and after overhauling the long markers, kept on going. He won by three wheels lengths from A. Shad from the 100-yard mark. W. Yorzick from 175 yards rode into third position. The scratch men were unable to catch up.

Harry Hoglander was first in the one-mile scratch race in a close finish with W. Caldwell and Herbert Hoglander, who finished in the order named. About 18 riders started this race, but only seven were left at a quarter-mile from the finish, the pace was so hot.

This completes the Spring series of races. The standing is as follows:

POINT RACES

Pos.	Rider.	Points.
1	J. Tilgner	17
2	F. Zleron	17
3	W. Caldwell	16
4	Harry Hoglander	11
5	Herbert Hoglander	9
	J. Caldwell	5
	H. Lindner	5
8	W. Newbold	5
9	C. Finkelstein	2
10	P. Ackman	1

CLASS B RACES

1	A. Shad	12
2	F. Seiferlen	9
3	W. Newbould	8
	A. Fischer	8
5	A. Lutz	7
	W. Yorzick	7
	A. Berels	7
8	J. Freid	5
	P. Ackman	5
10	B. Barotti	4
	W. Macdonald	4
12	S. Warner	3
13	A. Henkin	2
	M. Shapiro	2
	S. Blaustein	2
	J. Goldberg	2
17	C. Finkelstein	1

After the races nine members took a pleasure run to Tottenville, S. I., via Arthur Kill Rd. and return via Amboy Rd.

DEACON HEADS TORONTO CLUB

Toronto, Ont.—At the recent annual meeting of the Allen Bicycle Club, J. Deacon, one of the most active of the old-time bicycle racers in the city, was elected president of the club for the ensuing year. E. W. Moon was elected vice-president and E. J. Tuck was the choice for secretary-treasurer. Barney Sparks was appointed the club's representative to the Canadian Wheelmen's Association. Baldy Watson obtained the appointment as club trainer. Mr. J. J. Allen, one of the most prominent theatre men in Canada after whom the club was named, was made honorary president. Mr. R. Asher was appointed honorary vice-president. The club is now well away on its second year of activities.

E. O. W. RESUME "CORK" RACES

Brooklyn, N. Y.—After successfully staging the revival of the Coney Island Handicap Race on Decoration Day, the Empire City Wheelmen again resumed their Sunday morning "cork" races over the hilly Shore Road course. Sunday's race was won by William Henky, after a hard struggle with R. A. Rom, who finished second. William Wherry finished third, while John Rom, the



a successful bicycle store must be kept clean and attractive with snappy window displays changed often."

"A bicycle store can be made just as clean and attractive as any other store," writes W. C. Greenlee of the Greenlee Bicycle Store, Savannah, Ga. "In the past year I have remodeled my place and kept it so that any lady could come in and sit down while looking over my line without getting her clothes soiled. My theory is that

Brooklyn Traffic Cop, pulled down a fourth, with Vic Ornstead trailing home in fifth position. William Wherry spoiled whatever chances he had of winning by jumping the field a half-mile to go, spending all he had at a quarter mile to go and just nosing out the Traffic Cop for third. Henky's win on Sunday gained for him the lead for the R. B. Smith Trophy, with a total of 33 points, ten more than his nearest rival, William Wherry. Henky also leads in points for the B. W. King Trophy, with 19 points to his credit.

MUDDY TRACK AT LOVELAND

Loveland, Col.—Riding an Indian motorcycle, Gene Walker, of Atlanta, Ga., Tuesday won the eight and ten-mile free-for-alls here. Hugh Murray, of Denver, was second in both events. Johnny Krieger won out over Walker in the three and five-mile events. Frank Kuncie, Harley-Davidson, of Loveland, won the sidecar one-mile race, with Lester Foote second and George Wales, of Cheyenne, third. The track was muddy enough to make the going dangerous, but no accidents occurred.

OTTAWA OPENS THE SEASON

Ottawa, Ont.—The opening bicycle track races of the season for Ottawa were held on the half-mile track at Lansdowne Park under the auspices of the Ottawa Bicycle Club on May 30. Lennox Moore, of Hull, accounted for first place in both of the open scratch events, the half and one mile, while his brother, Owen, grabbed the two-mile handicap from the 40-yard mark in 5:12 1-5. Ray Thompson finished second in both of the shorter contests and was also a good third

in the two-mile handicap, but was set down by the officials for "looking back." Wilfrid Villeneuve, the new sensation of the local sport, copped third place in two events. The results:

One-Mile Novice—Won by Rene Paquette, St. Brigid's Bicycle Club; second, Karl Waffle, Roamer Bicycle Club; third, W. Villeneuve, Roamer Bicycle Club. Time, 2:35.

Half-Mile Open—Won by Lennox Moore, Capital B. C.; second, Ray Thompson, Capital B. C.; third, George Sakell, Roamer B. C. Time, 1:12.

One-Mile Open—Won by Lennox Moore; second, Ray Thompson; third, George Roe, Roamer B. C. Time, 2:45.

Two-Mile Handicap—Won by Owen Moore, Capital B. C., 40 yards; second, George Roe, Roamers, scratch; third, W. Villeneuve, 60 yards. Time, 5:12 1-5.

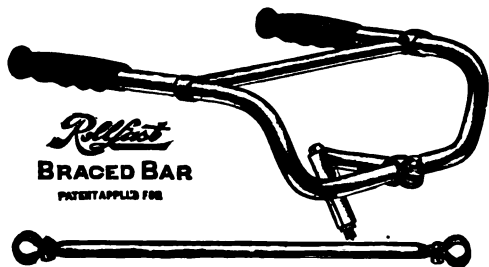
SELLING RADIO EQUIPMENT

Montreal.—Bregent Sports and Cycles, Inc., 208 S. Catherine street, East, Montreal, one of the large bicycle and sporting goods houses of Montreal, has taken up the sale of radio equipment on an extensive scale. The Bregent company is one of the first firms in the bicycle trade field in Canada to go in for radio features.

RELAY RACE A FEATURE

San Francisco, Cal.—A 30-mile relay race will be the big feature of the meet in Golden Gate Park, San Francisco, June 11th, when the New Century Wheelmen of San Francisco will meet the Garden City Wheelmen of San Jose. There will also be a mile handicap for juveniles, a mile championship sprint and a three-mile scratch event, open to all.

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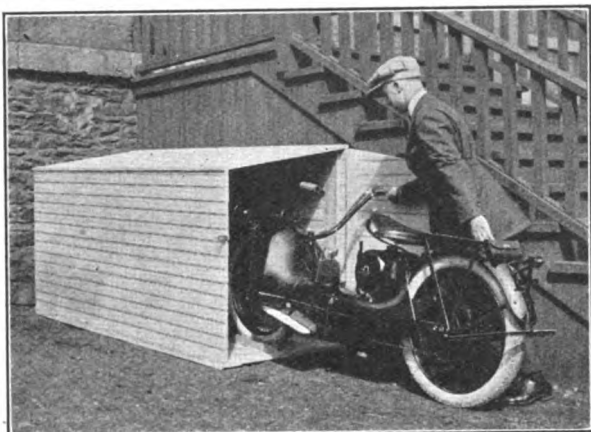
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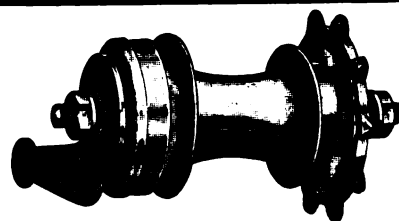
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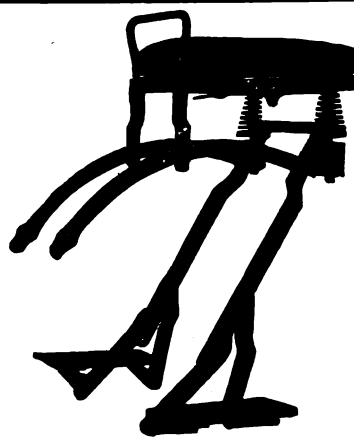
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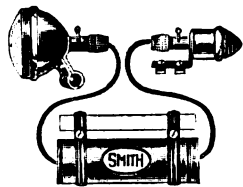
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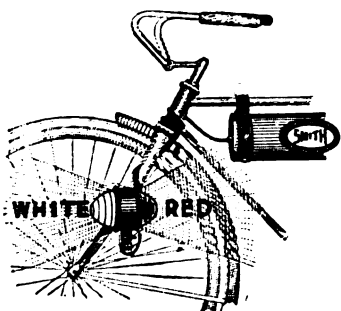
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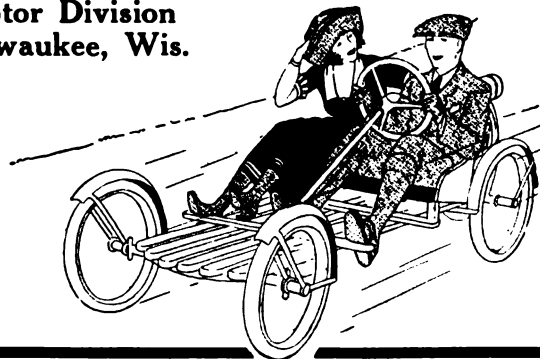
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KING OF THE ROAD
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Used Machines and Side Cars

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OPEN EVENINGS

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Harley-Davidson Motorcycles

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Complete stock of genuine parts and accessories.

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Largest stock of Indian parts, new and used.
Mail orders filled same day received.

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Prices at less than half. Send for Big Bargain
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**FOR SALE—Triplet bicycle, first class condi-
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arbor press, drill press, emery wheels, special
tools, jigs and fixtures to do anything on any
motorcycle, with a good stock to start with, in
a growing Ohio city. Can give references, write
today. R. J. H., care Motorcycle and Bicycle
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Advertising in these classified
columns brings quick results at
lowest possible cost. Not a week
passes but someone writes us:
"Chance our ad; we've closed
out the goods we've been adver-
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wanted," or "we've got the job
we wanted." Why not send us
copy for your ad today—Now?
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Address,
Motorcycle & Bicycle Illustrated
920 Broadway New York

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Mercury Wheel Discs (old type that fit under
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Springs for Rogers Sidecars, 3 leaf, full length,
complete. Each\$5.00
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Each\$2.00
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Sidecar Tire Racks, per set complete.....\$2.50
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Touring, best quality, complete with wind-
shield. Each\$15.00
Also send to us for bargain prices on second-
hand sidecars. Mail orders filled same day re-
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T.F.

**FOR SALE—Tandem, one complete, one stripped,
particulars on request. Glieman, 2984 Blvd.,
Jersey City, N. J. 6-22**

BREECHES and PUTTEES at low prices!!!
Below we list an assortment of Cyclist's apparel—
goods that are very essential to the rider—at
"cut to the bone" prices:

Army cotton breeches reclaimed..... \$0.98
Three pair 2.60
New Cotton Breeches—made with double
seat, strongly sewed..... 2.85
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sewed throughout 3.95
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Excelsior Cordovan puttees—good appearing
and will outwear several pair of the or-
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strap style. State calf size and style pre-
ferred 4.75

Send no money with order—all goods shipped
C. O. D. parcel post. Money refunded in case of
dissatisfaction. Write for Free Bargain Bulletin.
Union Merchandise Co., 104 Summit St., Toledo,
Ohio.

FOR SALE—Motorcycle and Bicycle Business.
Sell for inventory. Selling on account of other
business. Established for ten years. **WARD
BROTHERS, 212 Broadway, Camden, N. J. tf.**

**FOR SALE—Harley Single Cylinder Engine with
Magneto and Carburetor. New Cylinder and Pis-
ton. Would be good for motorboat. Price, \$27.50.
BOONA CYCLE COMPANY, Columbia, Mo. tf**

**WANTED—Riders for sanctioned race meet
Sunday, June 25th, on new half-mile track at
Montpelier, Indiana, the safest track in the state.
Splendid prizes. Address ENTRONUSE MOTOR-
CYCLE CLUB, Marion, Indiana, for entry blanks.
6-15**

**YOUNG MAN wishes position in Harley-David-
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33, care Motorcycle and Bicycle Illustrated, 920
Broadway, New York City. 6-8**

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Eclipse Clutches. THE SUMMIT CYCLE CO.,
Jersey City, N. J. T.F.**

For assurance of prompt attention to your wants, mention Motorcycle and Bicycle Illustrated



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PATENT APPLIED FOR.

It Has a Wonderful Feature—

RUBBER rods are riveted to the outside brace so by removing the rod nuts on the inside brace, the pedal becomes two component parts. This feature added to the use of the 3-16 inch balls in a container eliminates all possible loss of loose parts when the pedal is for any reason disassembled.

The easy rubber replacement, so popular in earlier models, is incorporated.

Our Torrington imprint on the rubber identifies the quality.

The Torrington line is a good line to stock up with.

**THE TORRINGTON CO.,
STANDARD PLANT
TORRINGTON, CONN., U. S. A.**

No. 6

Torrington
Pedal

Replaces the No. 4



BIG VOLUME BUSINESS MEANS LOWER PRICES

That's true, isn't it?

That's exactly why we can give cycle dealers such attractive prices.

Our purchases are large and we get good discounts. Our sales are large and we give you the benefit of good discounts, too.

Shouldn't we really get together?

We'd like to send you a catalog or salesman at your request. Also, may we have your mail orders?

Perlman Cycle Company, Inc.
61 State Street, Rochester, New York
Wholesale Exclusively—No Retail Department or Sales

We serve you from Stock or make up Steel Bearing Balls to your specifications.

Let us solve your Bearing problems. Our expert staff can aid you.

The Abbott Ball Company
HARTFORD, CONN.

Abbott
Balls

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We Want You to Make Bigger Profits

LET'S reason this thing out between ourselves.
A succesful bicycle business (the kind you want, and the kind we want you to have) is more certain of realization if you sell bicycles that make for satisfied customers—enthusiastic riders who, because of their great satisfaction, become actual salesmen for you.

All Dayton riders are boosters. They'll tell the world that nothing on two wheels can compare with their Dayton bikes for easy riding, perfect balance, durable and beautiful finish, and for their almost unbelievable ability to keep away from the repair shop.

And, since the Dayton is an unusual bicycle for speed, endurance, and all 'round service, doesn't it naturally follow that it is the best bike for you to sell?

Dayton Bicycles



Be sure this trade-
mark is on the
bicycles you sell.

have been leaders for 27 years. If you want to win in the race for business you must sell a winner. Never was the kind of a bicycle you sell so important—never was the nation-wide prestige of the Dayton such an asset to dealers as it is today.

There are a lot of good things concerning the Dayton Dealer Franchise that we want you to know about—things that will be of interest to you. But we don't want to open up our hearts in the matter of detailing the big profit-making proposal unless you are really interested.

Better drop us a post card today. Then we'll gladly give you full details about the money-making Dayton proposition.

THE DAVIS SEWING MACHINE CO.

100 LINDEN AVENUE

DAYTON, OHIO

HOW TO MAKE LARGER PROFITS

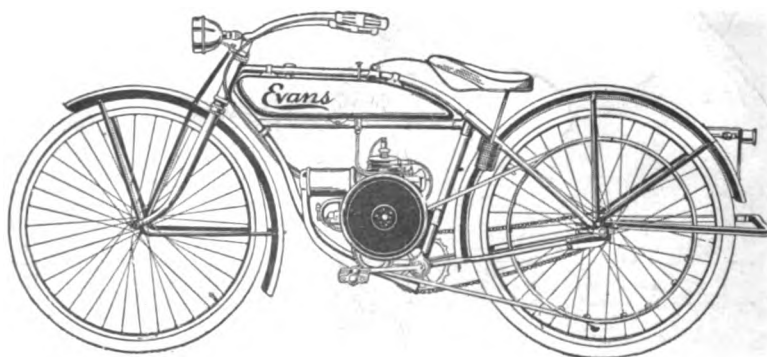
That's what you want, isn't it?

There is a good way to make money in motorcycles if you don't carry unsaleable machines which stay with you season in and season out.

The real way to make money is to stock Evans Power-Cycles — the line which practically sells itself and which affords you a good profit on a rapid turnover.

But these profits won't come to he who waits for them. Act — write or wire — get the full details of our territorial franchise plan. Get them now—immediately.

CYCLEMOTOR CORPORATION
ROCHESTER, N. Y.



U.S. PAT. OFF. MAR. 17 '22

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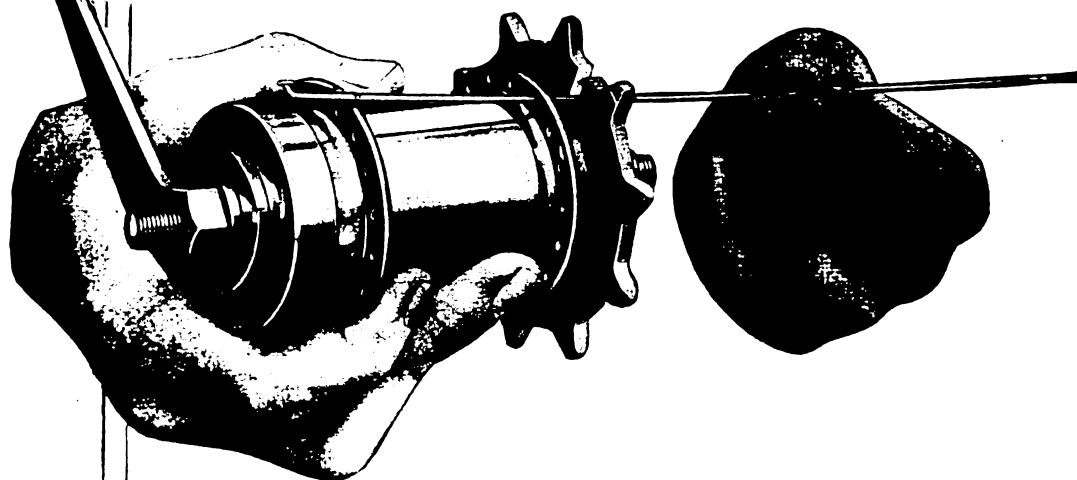
NEW YORK

Digitized by Google JUNE 15, 1922

Morrow
STURDY, SURE
COASTER BRAKE



Contributors to
1922 National
Bicycle Publicity
Campaign



Time-Saving—Labor-Saving

The new and exclusive MORROW slotted sprocket

NO LONGER is it necessary for repairmen to tear down the coaster brake assembly just to replace a spoke in the rear wheel! The MORROW slotted sprocket enables you to insert a new spoke from *left to right* or from *right to left* **THROUGH** the rear sprocket, without even removing the chain!

Replacing a spoke is now a matter of a few minutes instead of an hour. The saving in time and labor is a *cash saving* to you or your customer.

MORROW design throughout is of the same high standard as the labor-saving slotted sprocket. Greater braking surface, more ball bearings, simple, accessible design have been MORROW practice for years.

Your customers want the MORROW brake. It is *good business* to supply their demand.

Ride a Bicycle

ECLIPSE MACHINE COMPANY
ELMIRA, NEW YORK

Motorcycle & Bicycle ILLUSTRATED

Vol. 18

June 15, 1922

No. 24

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Eyes on a Good Thing



Fame travels far.

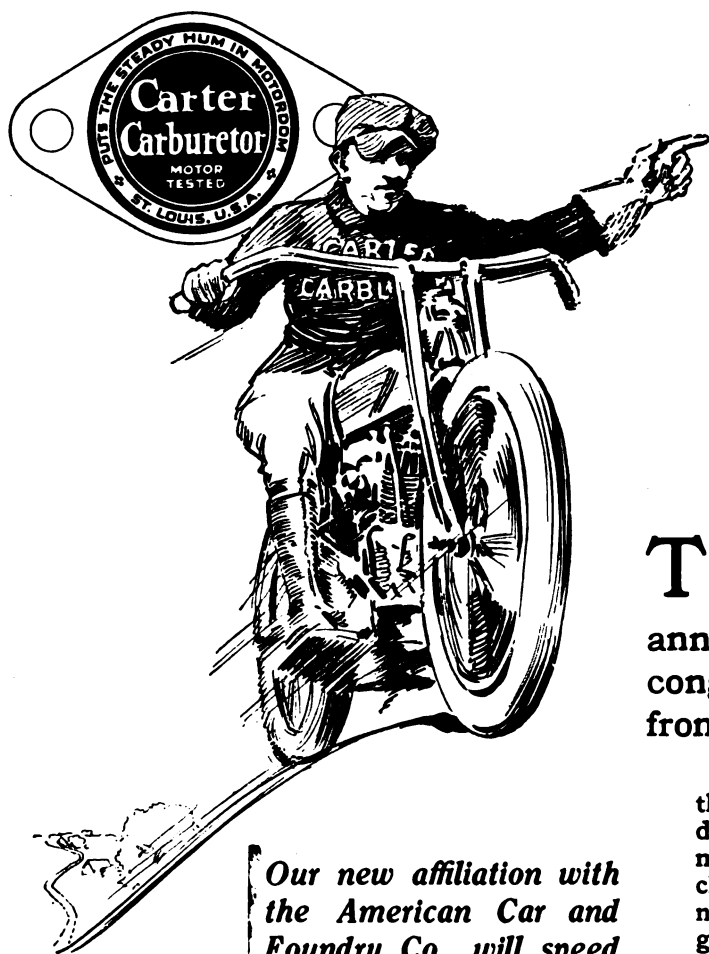
The extra large air chamber, the extra strength of the side walls and the extra thick, extra sure ground gripping qualities of the new Goodrich Motorcycle Tire are the talk of the motorcycle world.

Riders whose it are quick to recognize the extra comfort, extra safety, extra stamina and extra economy in this bigger, better and stronger tire backed by the Goodrich name.

And the dealers who are pushing it are cashing BIG! Are you one of them?

THE B. F. GOODRICH RUBBER COMPANY
Akron, Ohio

Goodrich Motorcycle TIRES



Our new affiliation with the American Car and Foundry Co., will speed Carters ahead in the greatest year of all. Ample resources and unlimited purchasing power insure our supplying every possible demand.

SPEED!
When you want it
POWER!
When you need it
GAS ECONOMY!
All the time

THE good news that Carters are carrying on has spread like wild fire. Our first announcement, May 10th, brought dozens of congratulatory letters. Here's a typical one from an old time rider.

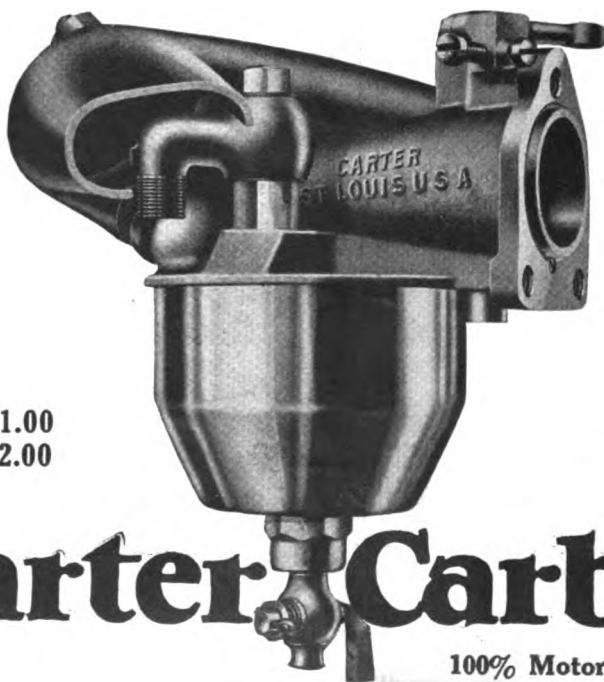
"Congratulations to you on the announcement that the Carter Carburetor is 'carrying on.' It is undoubtedly the best motorcycle carburetor on the market today. I used a Carter for over a year after changing the one furnished as regular equipment and noticed that I had more power, more speed, used less gas, and had a perfect running motor.

"I hope the motorcycle factories will see that the riders demand Carters and will offer them as regular or optional equipment.

"My next Harley-Davidson will certainly have one, now that I know the Carter is 'carrying on.'

"Carter Carburetors should sell very good at the present price.

"Yours very truly,
(Signed) Irving E. Darling."



New Prices

1-in. Carburetor . . . \$11.00
1 1/4-in. Carburetor . . 12.00

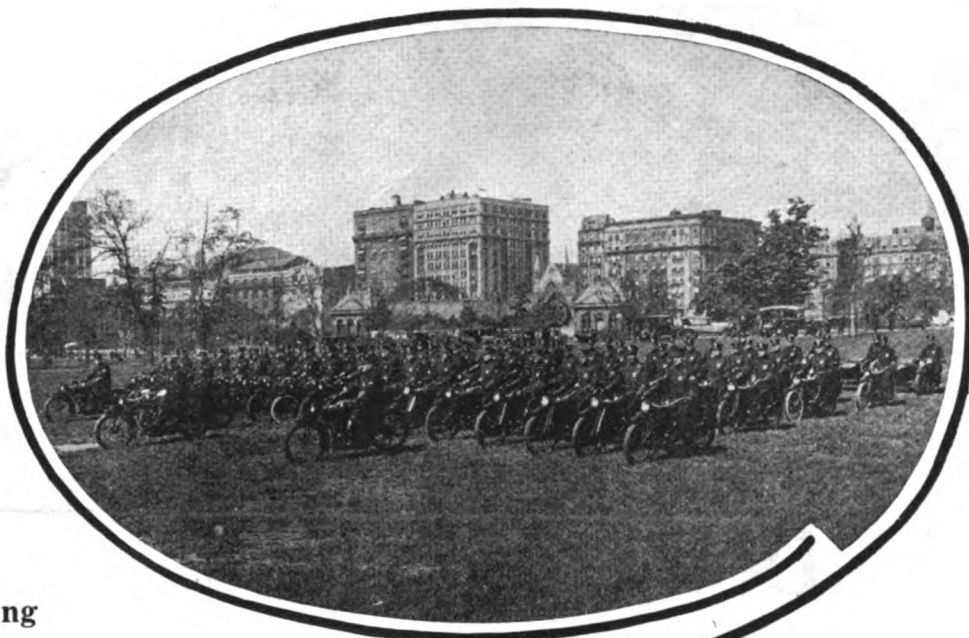
'There's a profitable new service station plan for dealers—an attractive proposition for jobbers. The Season's on. Write or wire quickly.

Carter Carburetor Corporation
Sole Distributors
2838-42 N. Spring Avenue
St. Louis, Mo.
American Car and Foundry Co.
Manufacturers

The Carter Carburetor
100% Motor Tested

For assurance of prompt attention to your wants, mention *Motorcycle and Bicycle Illustrated*

A Section of the
New York
Motorcycle Police



Another Striking
Indication of
INDIAN'S Popu-
larity For
Police Service.

Within the past 4 months
114 Police Departments
have purchased a total of
560 Indian Motorcycles
and
240 Indian Sidecars

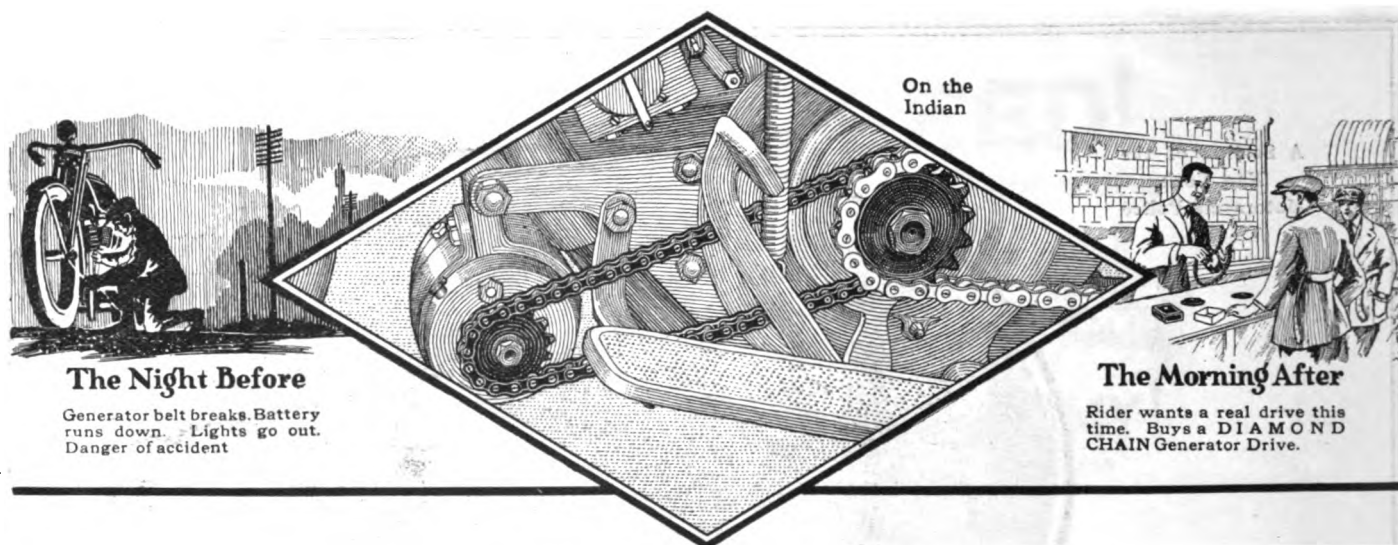
 **Indian**
Motorcycle

HENDEE MANUFACTURING CO.

Largest Motorcycle Manufacturer in the World

SPRINGFIELD, MASS.

U. S. A.



Riders NEED This Better Generator Drive

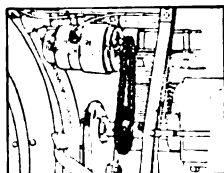
WHEN his lights give out miles from home, due to a broken or slipping generator belt—that's when the motorcycle rider keenly appreciates his need of the **DIAMOND CHAIN Generator Drive**.

But the right time for you to sell him this better drive is when he asks for a replacement belt. Instead of selling him another short-lived, inefficient belt, and making a few cents' profit, show him the money-saving features of this non-slipping, long-lasting generator drive. You'll make an easy sale, a worth while profit and a fully satisfied customer.

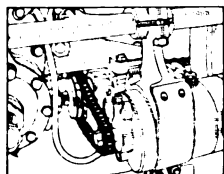
It Ends All Generator Belt Troubles

This chain drive puts an end to all the troubles and expense of old-style generator belts. It is dependable, quiet and durable—so well-made that with proper care, it never will need replacing. Its positive action keeps the generator charging at a rate that insures plenty of light for every riding need.

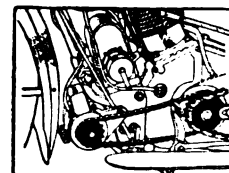
It is made in sizes to fit all motorcycles equipped with Splitdorf generators. This means that every owner of an Ace, Cleveland, Excelsior, Henderson, Indian, or Reading Standard is a live prospect for this drive. It is a money-maker for every wide-awake dealer. Display it in your store and window. Show it to riders. Go after this profitable business **NOW**. Your jobber can fill your orders promptly.



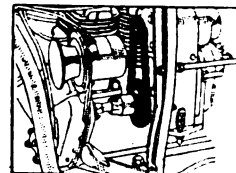
On the Ace



On the Cleveland



On the Excelsior



On the Henderson

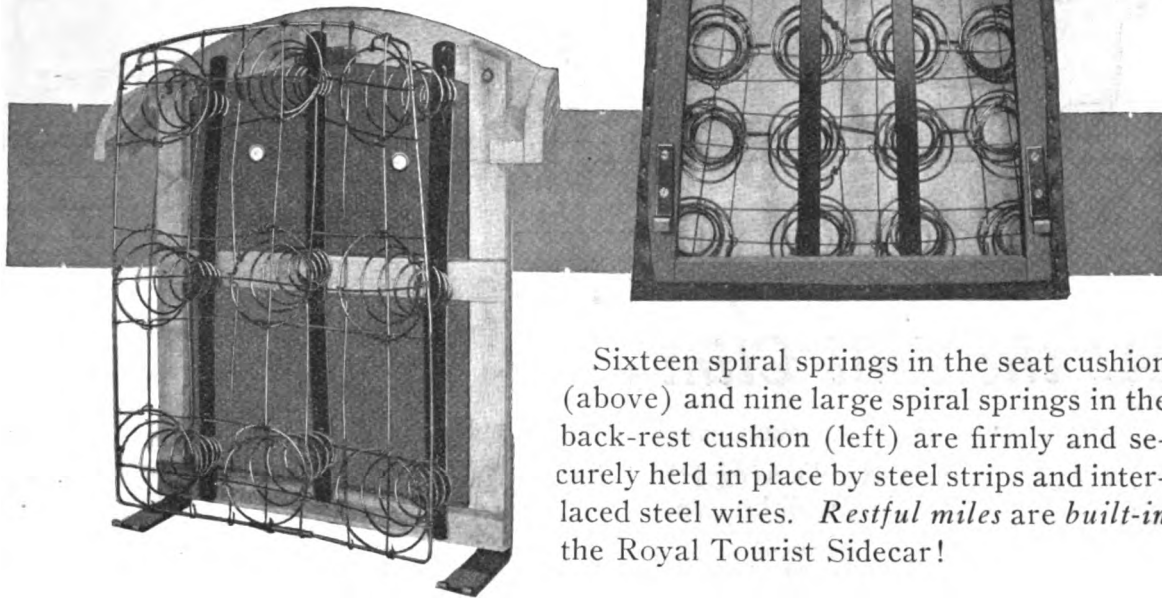
DIAMOND CHAIN & MFG. CO., Indianapolis, U. S. A.
Makers of High Grade Chains and Sprockets Since 1890

DIAMOND CHAIN

Generator Drive for Motorcycles

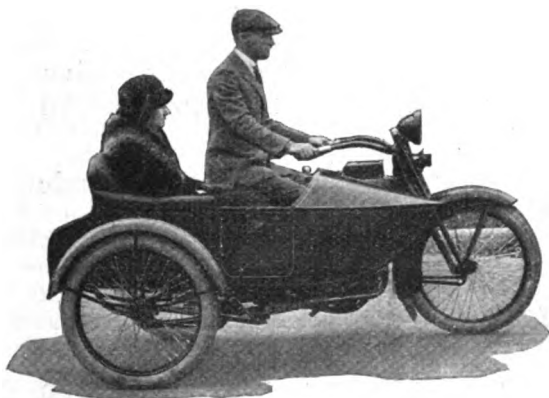
For assurance of prompt attention to your wants, mention *Motorcycle and Bicycle Illustrated*

(This is the fourth of a series of talks
on the Royal Tourist Sidecar)



Sixteen spiral springs in the seat cushion (above) and nine large spiral springs in the back-rest cushion (left) are firmly and securely held in place by steel strips and interlaced steel wires. *Restful miles are built-in* the Royal Tourist Sidecar!

Ride in Morris Chair Comfort in a Royal Tourist Sidecar



The Harley - Davidson
Royal Tourist is today's
outstanding Sidecar
value at the low price
of

\$115

Morris Chair riding comfort together with the sport of motorcycling—where is there greater joy for you-and-“her” at such low original and upkeep cost?

You'll find the Harley-Davidson merchant in your city cheerfully willing to demonstrate the easy-riding features of the Royal Tourist Sidecar.

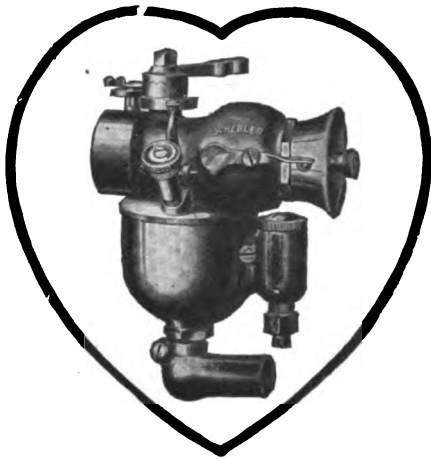
Double your motorcycling pleasure, this summer, with a Harley-Davidson Royal Tourist Sidecar.

Harley-Davidson Motor Company

Largest Producers of Motorcycles and Sidecars in the World

Milwaukee, Wisconsin

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SCHEBLER IS SUPREME



At the Hill Climb

Schebler won every event at the big Fresno Hill Climb May 7.

At the Denver Hill Climb Schebler made a clean sweep. Dud Perkins, well known Frisco Agent, wired:

"I won both professional events Denver Sectional Hill Climb using Harley-Davidsons equipped with Schebler DeLuxe carburetors. Nine hundred foot course, thirty-five to seventy percent grade in twenty-five seconds. DeLuxe functioned perfectly under all conditions."

Floyd Clymer on his Schebler equipped Indian won second place in both events.

On the Race Track

Hepburn, Weishaar and Davis captured all the big events at San Carlos, Cal., on May 14 and again at Portland May 27-28. All three used Schebler carburetors.

At South Bend, Ind., May 28, Schebler equipped Excelsiors made a wonderful showing. Watch them carefully in future races.

For the Endurance Run

Schebler scored first in every class at the big endurance run held by the New Jersey Motorcycle Club on May 27. Both models of Scheblers were used with equally good results.

**VICTORIES LIKE THESE DO NOT OCCUR
OCCASIONALLY BUT CONSTANTLY**

Specify Schebler and Be a Winner!

THE WHEELER SCHEBLER CARBURETOR COMPANY

INDIANAPOLIS, INDIANA

U. S. A.

For assurance of prompt attention to your wants, mention *Motorcycle and Bicycle Illustrated*



Motorcycle & Bicycle ILLUSTRATED



VOLUME 18

New York, June 15, 1922

NUMBER 24

300 Mile Classic at Wichita July 4

Kansas Promoters Declare Speedway to Be Fastest and Safest Dirt Track in This Country

THE annual 300-mile National Championship Motorcycle Classic to be raced on Meridian speedway, Wichita, Kan., July 4, is already attracting wide attention, and Secretary Hart H. Bowman, of the Wichita Speedway Association, which is promoting the race, announces that assurance has been received from a number of former contenders and also from many new aspirants for 300-mile championship honors.

The purse offered by the promoters aggregates over \$2,000. There are six moneys, first being \$1,000; second, \$500; third, \$250; fourth, \$125; fifth, \$75, and sixth, \$50. An extra \$100 is offered to the leader at the end of the first 100 miles and also to the leader at 200 miles. Several manufacturers are also offering purses to riders who win with their equipment.

The entry fee is \$5. The promoters are not looking to get their money back out of the riders. They expect the gate receipts to take care of that.

The prize money is big enough to attract the best of them, and the track is reported to be one of the safest and fastest dirt ovals in the country. It is almost a circle, which greatly lessens the danger of the curves.

Wells Bennett, who has just finished a record-making 24-hour grind on the Tacoma speedway, has written the Wichita speedway officials that he is planning to enter the 300-mile classic mounted on an Excelsior. Wichita is Bennett's home town, and he wants to show the home folks how it is done.

Wald Korn has announced that he will uphold the honor of Iowa on an Indian, as will J. B. Mullendore. John Dixon, of St. Joseph, Mo., is another redskin who has cast his tomahawk into the ring. Red Nelson, of Dallas, who has been making some stir with

RECORDS TO SHOOT AT

300 miles—3 hrs., 30 mins., 3 secs.
Hepburn, Dodge City, 1921.
200 miles—2 hrs., 17 mins., 54 secs.
Hepburn, Dodge City, 1921.
100 miles—1 hr., 35.87 secs. O.
Walker, Beverly Hills, Jan. 23, 1922.
50 miles—29 mins., 22.94 secs. O.
Walker, Beverly Hills, Jan. 23, 1922.
All were made on Harley-Davidson motorcycles.

his Harley-Davidson on Texas tracks, says he'll take a whirl at the 300-mile thing, and Red Parkhurst, who won the 200-mile Marion Road race in 1919 riding a Harley-Davidson, and did considerable speed work with an Excelsior in 1921, has sent word to save a place for him, though he didn't say what his mount would be.

RACE HISTORY

THE 300-mile championship has been contested five times, all previous races having been held on the two-mile speedway at Dodge City, Kan. This year it will be on the mile and a half Wichita, Kan., speedway. Both are dirt tracks.

The first race was held in 1914. It was won by Glenn Boyd on an Indian. His time was 4 hrs., 24 mins., 28 secs.

In 1915, Otto Walker, on a Harley-Davidson, won in 3 hrs., 55 mins., 45 secs.

In 1916, Irving Janke, Harley-Davidson, won in 3 hrs., 45 mins., 36 secs.

Because of the war no race was held in 1917-18 or '19, but in 1920 the classic was again revived, and Jim Davis, Harley-Davidson, won, in 3 hrs., 40 mins., 48 secs.

In 1921 Ralph Hepburn, Harley-Davidson, won in 3 hrs., 30 mins. and 3 secs.

It will be seen from the figures that the time has been lowered each race, but that the margin for the last four races has been small. Whether or not the riders this year will be able to lower the mark set at Dodge City in 1921 is a question.

Conditions this year are more like those which governed the first race than at any time since, in that factory teams as such having gone out of fashion, it will be every man for himself.

Of the winners of past events only three are in active service. Otto Walker is still riding Harley-Davidson, while both Davis and Hepburn have switched to Indian.

Motorcycle headquarters in Wichita will be at the Broadview Hotel.

The new grand stand which is twice the size of the old one is almost completed. Convenient pit facilities will be provided for all contestants.

Wichita is a city of 85,000 population at the juncture of the Little and Big Arkansas rivers. It has several lines each of the Santa Fe, Rock Island, Missouri Pacific, Frisco, Orient and Midland railroads, besides good interurban service. It is on numerous main traveled highways, and there is considerable amount of hard-surfaced highways and especially treated dirt roads in the vicinity of the city.

Two large new hotels, each with several hundred rooms, will care for thousands of motorcycle enthusiasts during the time of the event in connection with other hotels and outside arrangements to be made. There are adequate swimming, bathing and fishing facilities near at hand. There are numerous points of interest in and near the city—such as the great southern Kansas oil fields, which present an admirable subject for a day or two's exploitation and tour on motorcycle or in automobile. Among the many theaters is a new one, the Miller, the finest motion picture house between Chicago and the coast. There are numerous roof gardens and other dancing palaces. There is a large and beautiful system of parks and a convenient and adequate tourist camp. Beautiful and natural, Sim Park will be a revelation to many who did not imagine such a thing existed in that part of the country.

The management is striving to arrange numerous other things which will add to the comfort and pleasure of the thousands of motorcycle and speed enthusiasts who are expected to attend the classic.

Plenty of Sport at National Rally

Music, Dancing, Moving Pictures, Coney Island Stunts, a Barbecue, Contests, Hillclimb and a Lot of Other Entertainments Planned

PLANS for the entertainment of the thousands of motorcyclists who take part in the Motorcycle National Rally at Rochester, N. Y., July 31, August 1, 2 and 3, were completed at the meeting of the M. and A. T. A. directors and local booster committee held at the Colonial clubrooms, Hotel Seneca, Rochester, on June 8. The committee took a trip to Exposition Park, where the encampment will take place, and the park received the unanimous stamp of approval.

Frank Weschler voiced the sentiment of the party when he declared that it was the most "ideal spot in the country for a motorcycle rally." He said that he did not believe that there was another place like it.

The following committee was named to have charge of the affair:

A. B. Coffman, chairman; A. C. Rice, Rochester, vice-chairman; T. A. Miller, Ed Buffum, George T. Briggs, E. J. Mueller, George C. Atkins, Max Sladkin, Frazer B. Towner, George L. Miner, Arthur Rochow, O. E. Stewart and E. G. Anderson.

The first day will be known as "Get-together Day." The riders will register and get acquainted with the rest of the bunch.

There will be a band to furnish music. Dancing will take place in the turnstile, which is a beautiful place especially adapted for tripping of the light fantastic. For those who do not jazz, fox trot or waltz there will be movies.

The next day the rally will swing into a general good time. There will be a program of sports in the morning. There will also be a barbecue. In the evening the riders will stage a motorcycle parade to Sea Breeze, a summer resort on the lake, a few miles from Exposition Park. It is a miniature Coney Island. It has almost everything that Coney has, including roller coasters, snap-the-whip, merry-go-rounds, Virginia Reel, and other thrilling riding devices. There is a dance hall at the southern end of the park, called Dreamland, which represents an investment of \$50,000. The dancing floor will accommodate 1,000 dancers at a time. Around the dancing space is a small balcony, where refreshments are served between dances and where spectators may sit and enjoy the spectacle.

On August 3, a big sport program is to be staged. It is planned to hold a hill climb for the ralliers. The cyclists will be taken to Egypt to test out their ability on the big grassy hill where the Mid-Atlantic Sectional Hill Climb will be staged on June 18. Prizes will be given for all sporting events.

TENTATIVE PROGRAM

The tentative program for the National Rally will be as follows:

July 31—Monday, 9 a. m.—The Rally will open at Exposition Park, Rochester, N. Y. (Standard time). The day will be devoted to registering and getting acquainted.

Music by twenty-piece band in the evening and those wishing to may dance. Moving pictures will be shown.

Aug. 1—Tuesday, 7:30 a. m.—Breakfast. 9:00 a. m.—Outdoor sports (program to be announced later).

12:00—Luncheon. 3:00 p. m.—Bathing at Charlotte Beach (four miles from park), with water sports (program later).

6:30 p. m.—Dinner at Exposition Park.

Community singing. 8:30 p. m.—Dancing, moving pictures and vaudeville.

Aug. 2—Wednesday, 7:30 a. m.—Breakfast.

9:00 a. m.—Outdoor sports and stunts to be scheduled later by stunt manager.

12:00—Luncheon.

3:00 p. m.—Parade to Durand-Eastman Park. Bathing and park attractions.

6:00 p. m.—Dinner at Sea Breeze Park.

Dancing and other attractions.

Aug. 3—Thursday, 7:30 a. m.—Breakfast.

9:00 a. m.—Outdoor sports (details later).

11:00 a. m.—Start for Hill Climb, to be held at Egypt, N. Y.

1:30 p. m.—Hill Climb.

6:30 p. m.—Back to Exposition Park for dinner.

Evening—Music and dancing.

Arrangements will be made for the ladies to have card games, play croquet, etc. Details to be announced later when more fully worked out by committee.

Aug. 4—Rally breaks up and everyone leaves.

The tourists will be put up in dormitories at Exposition Park. Cots will be provided and there will be mattresses, so there will be no need for worry about hard bedding. It is planned to charge \$3 for members of the M. and A. T. A. and \$3.50 for non-members, for the week.

Another feature of the rally will be a visit through "Film Land," or the most talked about business house in the world, Eastman Kodak Company. Riders will also go through the Bausch & Lomb Optical Company plant, the largest of its kind in the world, where most of the

spectacles worn by people come from. Rochester is called "The Flower City." It is known around the globe for its beautiful parks, which are unequalled.

The next meeting of the committee will be held in Rochester on July 12 to complete all the details.

The registration booth will be in charge of E. J. Mueller, and Fred Hunt will have charge of general information bureau. Several prominent men in the trade will be assistants to the sport manager. Upon registration on arrival at the Exposition Park, each one will be given a badge bar, showing his name and town; also the number of his cot.

A registration card will be sent to the various tourmasters organizing the "Vacation Rally Tours," so that those coming may make their reservations for cots in advance.

The plan is to equip one of the large buildings at Exposition Park with metal Army cots, with springs and pads, on the order of a barracks. The riders will furnish their blankets, toilet articles, bathing suits and towels. Those not wishing to bring blankets can rent them for 75 cents for the period of the Rally. There will be a restaurant, cafeteria style, in the restaurant building, opening Monday, reasonable prices.

All riders attending will be furnished their cot and pad, dinner on Tuesday evening at 6:30, Exposition Park and the dinner at Sea Breeze Park on Thursday evening at 6:00, by the M. & A. T. A. All other meals they pay for themselves. A registration fee of \$3 will be charged the gentlemen, nothing charged for the ladies. This means that there will be a place to sleep and two meals furnished the riders and their ladies attending for \$3; in addition to dancing, pictures, vaudeville and other entertainment free as well as dancing at Sea Breeze Park on Wednesday evening, and admission to the hill climb on Thursday afternoon.

Membership in the M. & A. T. A. is necessary to get in. Those who are in good standing simply show their card; those riders not in good standing or not belonging to the M. & A. T. A. join previous to the Rally or at the time they register, preferably previous to the Rally.

At this time, it is impossible to give the details connected with the entertainment, but it will be first-class in every respect, including baseball games, water polo, croquet for the ladies, first-class vaudeville, movies, sack races, obstacle races, etc., with a paid Director of sports and a paid Community song leader, and an excellent band. Janitor service in the grounds and buildings will be provided.

NATIONAL CHAMPIONSHIP HILL CLIMB

The hill climb to be held in connection with the National Motorcycle Rally at Rochester, N. Y., August 3, will be for the national championship and will attract the star performers of the country. There will be four events, as follows:

37 cu. in. expert.

61 cu. in. novice.

61 cu. in. expert.

80 cu. in., open.

No tractors will be allowed.

The climb will be held at West High Peak, Egypt, about 19 miles from Rochester. If it rains on August 3 the contest will be held next day. The entrance fee for professionals is \$5; experts, \$3.50, and novices, \$1.50.

Applications for entry should be sent to Arthur Rochow, 129 W. Main street, Rochester, N. Y.

WEEKLY WHIRL of WHEELS



WELLS BENNETT WITH HIS DE LUXE FOUR-CYLINDER HENDERSON BUSTS FATHER TIME FOR A LONG ROW OF NEW RECORDS



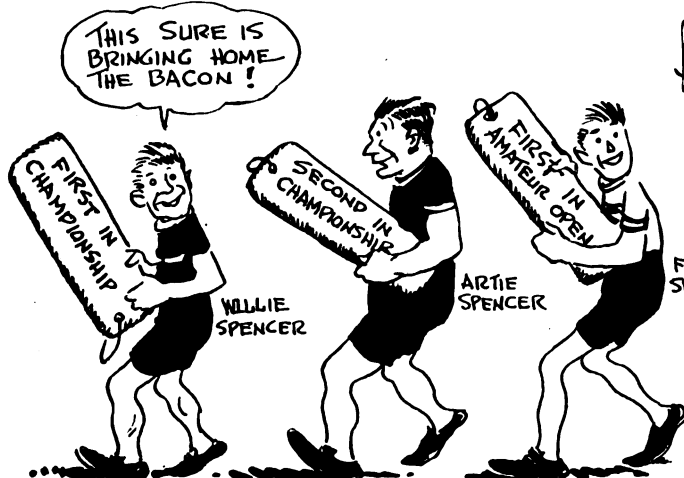
REGGIE PINK, READING STANDARD STAR, STAGES A STAR PERFORMANCE IN THE ACCELERATION TESTS INCORPORATED IN NEW JERSEY 20-HOUR ENDURANCE RUN



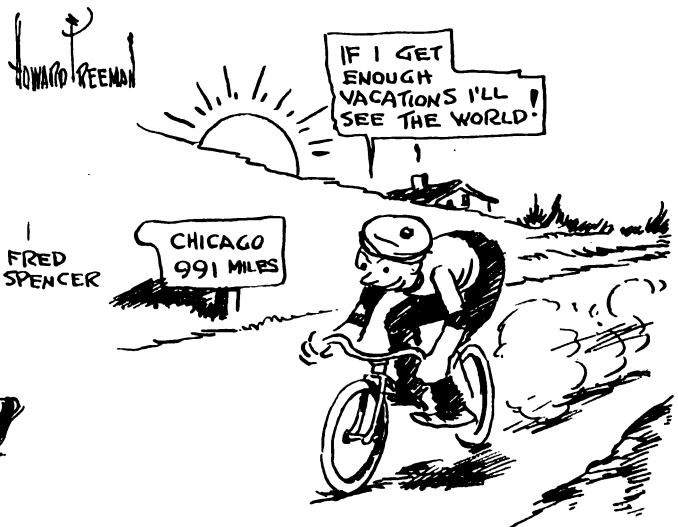
SHILLAN, BECK & CO ANNOUNCE A "FAMILY MODEL" GOULDING SIDECAR - ROOM FOR THE WHOLE FAMILY WITH COMFORT



FOR THE BENEFIT OF THOSE GOING TO THE CONVENTION OF THE C.T.A. AT ATLANTIC CITY SEPT 11 TO 16



THE FIRST NIGHT MEET AT THE NEWARK VELODROME LOOKED LIKE A FIELD DAY FOR THE SPENCER CLAN



WALTER GRENDAL THE NEWARK FIREMAN IS ON ANOTHER VACATION

With the Trade

BICYCLE TARIFF 30%; MOTORCYCLE 25%

Washington, D. C.—The Senate, on June 7, restored the rate of 30 per cent ad valorem provided by the House bill on bicycles and parts, not including tires. The bill as reported by the Senate Finance Committee provided a rate of 45 per cent on these articles, but the amendment was thrown out as a result of the protest of Senator Simmons of North Carolina.

Answering a question by Senator Simmons as to the reason for the 45 per cent rate provided, Senator McCumber, Chairman of the Finance Committee, declared that about 90 per cent of the cost of a bicycle consists of labor, and only about 10 per cent of raw material, and that their manufacture is being carried on in Germany to a great extent. The increased rate, which is on the foreign valuation, was made in the belief that it would not be greater than the House rate of 30 per cent, based on the American valuation.

The Senate agreed to the Committee amendment including motorcycles in Paragraph 369 (automobiles), by which action they are given a rate of 25 per cent. This is the rate carried by the House bill, which, however, was based on the American valuation, while the Senate rates are based on foreign valuation, as at present.

FIRESTONE TO ISSUE BONDS

Akron, Ohio.—The Firestone Tire & Rubber Company has advised its preferred shockholders that the Canadian plant, known as the Firestone Tire & Rubber Company, Ltd., is finished and machinery partly installed. For additional machinery and to start operations \$700,000 is necessary, and to obviate drawing on resources of the parent company the directors propose to issue \$1,500,000 in fifteen-year bonds dated June 15, 1922, interest rate not being stated. Stockholders are asked to register any objections by letter before June 15. It is not expected that there will be any objections. The Canadian plant at Hamilton, Ont., will likely be in operation by October 1.

HARLEY CO. RECEIVERSHIP

Springfield, Mass.—The receivership of the Harley Co. of Springfield, formerly owned by the Hendee Co., has no bearing on the latter company. Six months ago the Hendee Co. sold its Harley plant to a syndicate of Philadelphia interests for \$100,000 in cash and took a mortgage back on the plant for \$725,000, the total purchase price being \$825,000. The present troubles of the Harley Co. are the result of disagreement among the syndicate members, and the only relationship of the Hendee Co. to Harley is that in case of a default the former gets back its plant and is \$100,000 ahead.

NEW BRITISH MOTORCYCLE FACTORY

Lenton, Eng.—The Raleigh Cycle Company's new factory here, built at a cost of \$1,250,000, was recently opened by the British Minister of Mines. The factory, which is claimed to be the largest in the country, will have a maximum annual capacity of 10,000 motorcycles, 50,000 counter-shaft gears for motorcycles, and 100,000 gear cases, in addition to 100,000 bicycles and 250,000 three-speed gears for bicycles. Something like 5,000 people will be employed in the complete factory when running at full time. About 2,000 are now employed.



P. B. Whitney

WHITNEY TAKES SOUTHWEST DISTRICT

Springfield, Mass.—Announcement is made by the Hendee Mfg. Company, Springfield, Mass., of the appointment of Mr. P. B. Whitney, formerly manager of their Chicago branch, as manager of the South Western District, which includes the states of Texas, Oklahoma, Louisiana, Arkansas, Colorado and Wyoming. Mr. Whitney is a motorcycle engineer of many years' experience and has been through all the phases of the motorcycle since its inception, both in selling manufacturing and the Indian organization feels that in assigning him to this territory his engineering knowledge will be of great value to their dealer organization in the Southwest. Mr. Whitney plans to make his headquarters at Fort Worth and his family will soon join him to make their home in the Lone Star State.

CANADIAN EVANS' DISTRIBUTION

Toronto, Can.—The Canada Cycle & Motor Company, Limited, Weston, Ontario, have been appointed as the exclusive Canadian distributors of the Evans Power-Cycle, made by the Cyclemotor Corporation, Rochester, N. Y. The Canada Cycle & Motor Company, Limited, has direct factory branches in Montreal, Winnipeg and Vancouver, B. C., and the Evans Power-Cycle is to be stocked at these branches as well as at Weston for the trade throughout the Dominion. The company has an army of traveling salesmen covering every district of the country and there are approximately 1,000 bicycle stores in the Dominion which have become C. C. M. Service Stations. The arrangement for distributing the Evans Power-Cycle in Canada will probably work out very well for both the Cyclemotor Corporation and the Canada Cycle & Motor Company. Announcement is made that the Canadian price of the Evans Power-Cycle is \$175, f. o. b. Weston. This means that the price at Toronto will be \$175 as Weston is not far from Toronto.

TAX REDUCTION FOR USING OUR OWN SHIPS

Washington, D. C.—A deduction of five per cent of the amount paid for ocean freight from the income tax returns of American exporters who use American bottoms for the transportation of their merchandise to foreign nations, will probably be provided for in the ship subsidy bill soon to be reported to Congress. This is one of the aids to be provided for the American merchant marine.

It is explained that American exporters and shippers are in the habit of selling their goods on the f.o.b. basis, getting the cargo on any ship that may be moving out of a given port without regard to the flag it flies. It makes no difference to them as long as it gets on an outgoing ship. American shipping men point out that the English have built up their merchant marine in part through the practice of their exporters always using c.i.f. in their business, giving them the option of placing the insurance with home companies and selecting the ship flying their own flag.

To encourage American exporters to follow the practice of the British, Congress proposes to permit a deduction from the income tax returns of the former to the extent of five per cent of the amount paid by them in freight transportation on their goods shipped in American bottoms to foreign ports.

WESCHLER AND HUBBLE IN LIME-LIGHT

F. J. Weschler, Vice President and Treas. of the Hendee Mfg. Co., has been appointed Secretary of the Hampden Memorial Bridge Dedication Committee. This bridge is a magnificent structure nearing completion and spans the Connecticut River at Springfield, Mass. It represents a cost of approximately \$5,500,000 and takes the place of the historic Old Toll Bridge, which has been doing duty for over 100 years.

"Industrial Springfield" was the subject of a talk by Col. L. D. Hubbell of the Hendee broadcasting station of the Westinghouse Mfg. Co. last Thursday evening at the Company (WBZ) in Springfield. He enumerated the industrial problems that have been overcome in this city in the past few years and called attention to new problems which must be met.

FOREIGN TRADE OPPORTUNITIES

Washington, D. C.—Information in regards the following foreign trade opportunities may be secured from the Bureau of Foreign and Domestic Commerce by mentioning the opportunity number:

An agency is desired by a firm in Italy for the sale of motorcycles. Reference. Refer to opportunity No. 2051.

An agency is desired by a firm in Italy for the sale of motorcycles. Correspondence should be in French or Italian. Reference. Refer to opportunity No. 2302.

A firm of commission agents in Italy desires to secure an agency for the sale of motorcycles and sporting goods. Quotations should be given c.i.f. Italian port. References. Refer to opportunity No. 2323.

RECEIVER TO HASTINGS

Goshen, Ind.—Owen Cove has been appointed receiver for the Hastings Manufacturing Corp., manufacturers of National Sidecars. Creditors are required to file their claims within sixty days.

NEW GOULDING SIDECAR

New York—Shillan, Beck & Co. announce an addition to their line of Goulding Sidecars in the shape of a Family Model. This model is designed for the man with one or two children. The seat is wide enough for two and there is room in front for two more if necessary. The new model is made to fit all makes of motorcycles. Deliveries from the Milwaukee factory are already in progress.

MORE MEN EMPLOYED

Washington, D. C.—The country as a whole is rapidly getting back to an employment basis, according to the monthly review of conditions just issued by the United States Employment Service. Fourteen basic industries surveyed by the Service show a general increase of employing during the month of May, the 1,428 firms covered by the report showing 1,668,988 employees on their payrolls on May 31 against 1,616,834 on April 30, an increase of 52,154, or 3.2 per cent. Only three of the fourteen industries showed decreased employment during the month, they being leather, tobacco and liquors and beverages. Of the sixty-five cities covered by the study, forty-nine reported increased employment ranging from very slight increases to nearly twenty per cent. Sixteen cities reported employment decreases ranging from two-tenths of one per cent. to eleven per cent.

USING NEWSPAPERS

Rockford, Ill.—Roush & Carlisle, Harley-Davidson dealers at 118 North Madison street, are using liberal newspaper space to keep motorcycles before the people. They are featuring both new and rebuilt motors.

H. Carl Green, proprietor of the Excelsior Henderson Company, reports a good business this spring.

E. H. WATSON BACK HOME

New York City.—Secretary E. H. Watson, of the D. P. Harris Hdw. & Mfg. Company, has been in the Northwest and returns with good reports and orders not only for sundries of all descriptions, but finds that all of the D. P. Harris lines are in demand. While dealers are not buying in large quantities they are in need of some models and are placing their orders for them. Mr. Watson returned today just in time to see President Harris off on his annual Summer trip.

BOSCH BRANCH MANAGERS CONFER

Springfield, Mass.—A three day conference of the Branch Managers of the American Bosch Magneto Corporation was held at the corporation's plant here with branch Managers Charles Shedd of Detroit, George Shortmeier of New York, A. K. Chambers of Chicago and T. C. Miller of San Francisco and their assistants attending. These men were summoned to confer with the executives of the corporation at Springfield for a discussion of business conditions and plans which should be followed in carrying on the many sales and service activities in the field. A. H. Bartsch, General Sales Manager of the corporation, states that the rapidly changing business conditions of the present year do not warrant a

fixed and firm sales policy. He believes a more liquid policy is necessary, in order to take full advantage of the changing conditions which at present exist. It was agreed by all that, with business conditions rapidly improving, a vigorous and intensive sales drive should be made immediately with the idea of taking full advantage of the increasing sales possibilities.

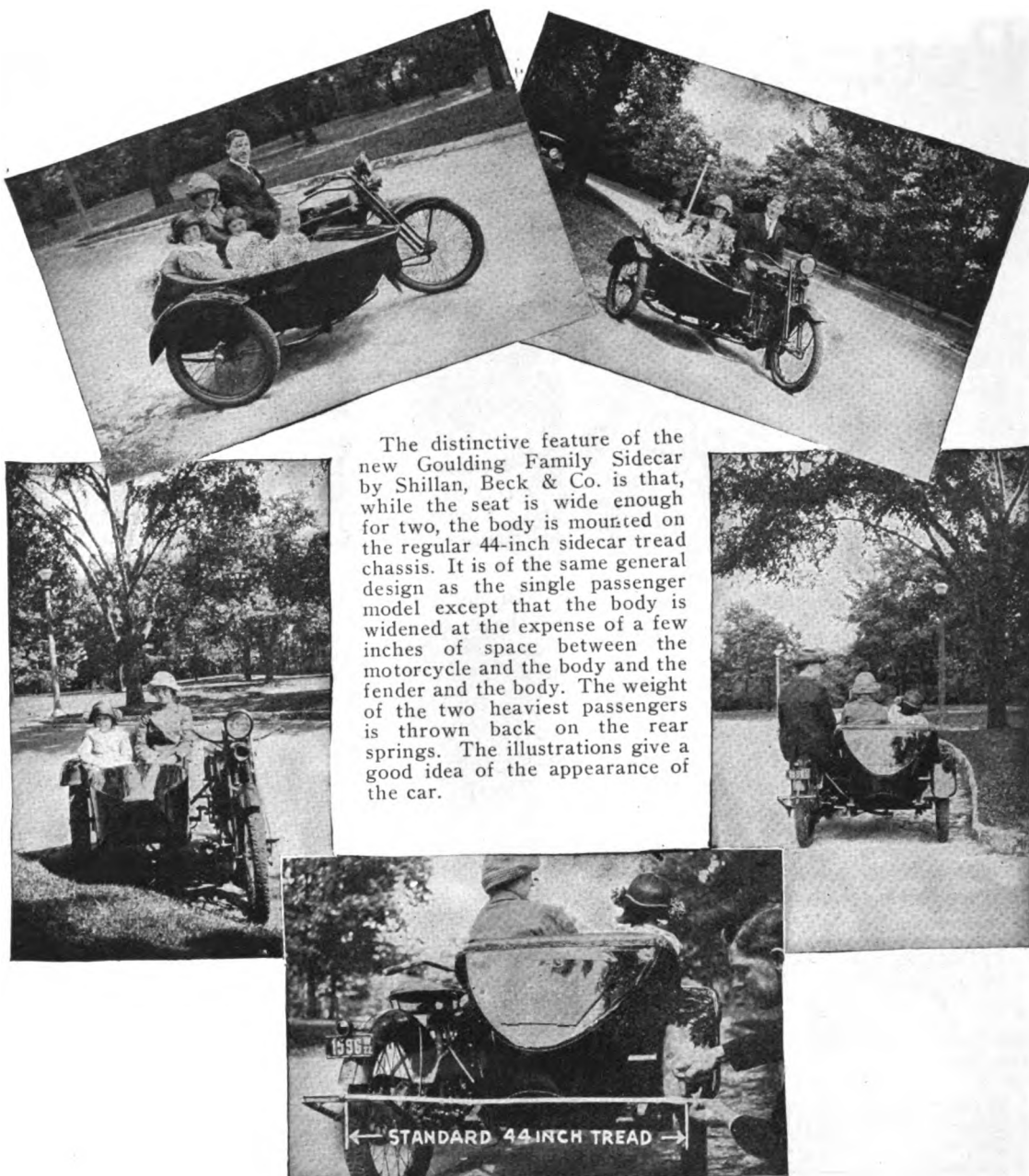
LEADERSHIP

Touching on Advertising Copy

THE weakness of much advertising is that it lacks selling value. Find the reason for your advertising and put it into your copy. Few advertisements tell too much.

An advertising manufacturer with a corps of fighting salesmen and a crew of working employees need not fear the future.

Certainly, this kind of manufacturer swears by "America's Greatest Cycling Magazine," **MOTORCYCLE AND BICYCLE ILLUSTRATED.**



The distinctive feature of the new Goulding Family Sidecar by Shillan, Beck & Co. is that, while the seat is wide enough for two, the body is mounted on the regular 44-inch sidecar tread chassis. It is of the same general design as the single passenger model except that the body is widened at the expense of a few inches of space between the motorcycle and the body and the fender and the body. The weight of the two heaviest passengers is thrown back on the rear springs. The illustrations give a good idea of the appearance of the car.

NEWS FROM THE WIGWAM

Springfield, Mass.—William Minnick, who is associated in business with his father in Wilmington, Del., visited the factory last week. This was his first trip to Springfield. He was accompanied by Morrison of Philadelphia. A. G. Thomas of New Bedford came up Thursday to drive away a new Standard which he has just sold to the New Bedford Forestry Department. L. D. Richards is back on the job. He says he misses the pretty nurses at the Springfield Hospital, but otherwise is about back to normal again. Rene Pepin, formerly connected with the advertising department of the American Bosch Magneto and the Milton Bradley Company, is now associated with the Sales Promotion Department. Al Schmidt of the Motorcycle Exchange, Pittsburgh, and J. J. Connor of Hagerstown, Md., wiped their feet on the welcome mat at the Wigwam last week.

HENDEE EXPORT BUSINESS

Springfield, Mass.—Recent orders received at the Hendee Mfg. Co. call for shipment in June of approximately 800 Indian motorcycles, to be distributed in the following countries: Sweden, Italy, Belgium, Czechoslovakia, Holland, Australia, England and South Africa.

Peterik's Intensive "Farming" of Milwaukee Territory

In Milwaukee—

*It's Peterik's this, and Peterik's that,
Jazz band, football, vocal quartette,
Bowling, basket ball and nine men at bat.*

TO the usual (and many original) methods of thorough sales work in the selling of motorcycles and bicycles, Louis Peterik, Harley-Davidson dealer in Milwaukee, adds publicity in every possible phase. In fact, there are few merchants in any line in the Cream City that have developed this brand of advertising to the productive point that Peterik has.

With tentacles reaching out into all the more popular indoor and outdoor sports, one cannot glance over the sport section of Milwaukee's newspapers without having his eye arrested by news notes recounting the triumphs of one or more of Louis' rider teams. These activities fill out the year's cycle of sport.

An idea of how these different endeavors interlace in a net of favorable publicity can be gained from the following statement made by Wallace Wrede, Peterik's lieutenant, mixer magnificent and promoter par perfect. Says on:

"On a summer Sunday afternoon you may find our bicycle racing team earning silverware on the Washington Park track,

while inside the oval our baseball team is crossing bats with their rivals. With the falling leaves of Fall our gridiron Spartans are falling on the pigskin over the goal-posts. With the coming of winter comes the falling of the 'clothes-pins' before the barrage of bowling balls.

"We have a bowling league of four five-men teams. The team names are 'Sports,' 'Seventy-fours,' 'Sixty-ones,' and 'Rangers.' On April 1st next we will banquet the league. Don't be fooled. It'll be a live affair.

"In addition to the regular bowling we have informal bowling parties for ladies and gentlemen. These parties are held every two weeks.

"Basket-ball is another game in which we indulge, and our team numbers several wicked wicker weavers.

"Every Tuesday night sees a large audience here to see our weekly motion picture show. Films of race meets, gypsy tours, etc., are shown. An additional interesting feature is the drawing held during the evening. All cash register receipts for purchase of one dollar or more are placed in a box and the sixth number drawn wins anything from a weed chain to a tire. Music is furnished by the Peterik Harley-Davidson jazz band than which there is no 'thanner.' And such mu-

sic—makes the girls roll their eyes heavenward and plan to leave home!

"Oh, yes, and we have a vocal quartette—not the three-men-and-a-tenor kind, but a real, Robert Service, red-blooded double-duo.

"Every other Sunday throughout the year we have some kind of a run—so-cial, secret check, mystery, hare-and-hounds, etc. Do they pull? Anywhere from twenty to fifty riders!"

And so it goes. In the multitudinous things that Peterik does some several activities are going to be overlooked in this account, but, from the foregoing paragraphs can be gained some impression of how intensively Peterik "farms" his territory.

His show windows never get dusty—the display is changed too often for that. His sales force is in the field, constantly working, almost house-to-house. No good sales method is untried here. Peterik's advertising is seen regularly in the best local mediums.

Being a Harley-Davidson rider in or about Milwaukee has most of the advantages of club life, with its sports, social affairs and other doings.

The value of Peterik's publicity cannot be denied. It has paid, is paying, and



Guess whose jazz band this is! They play a wonderful symphony, entitled "Do It with a Motorcycle." They do it with six different instruments. They're mighty proud of those shirts. Do we blame 'em? Chorus: No-o-o-o!

will continue to pay. It accomplishes two important things in one effort—interests the rider and advertises the dealer and his goods to non-riders.

The name of "Peterik's Harley-Davidsons" rings in the ears and assails the eyes of the Milwaukee public. You couldn't escape it even in the county or city jails, because you'd hear the dep-sheriffs and city speed cops talking of their trusty mounts—Peterik's Harley-Davidsons.

HUMAN NATURE

"There are some traits which all men have in common."

"For instance?"

At right, the start of a Peterik run—one ever other Sunday the year around



"Every man thinks he would have been an awful lady-killer if he hadn't married, a great golf-player if he only had the time, and a successful stock-market operator if he only had the money."—Judge.

MOTORCYCLES VS. BOOTLEGGERS

THE Federal prohibition enforcement department will scour the Canadian border with motorcycle patrolmen to check bootlegging, according to unofficial reports from the division office at Syracuse. The motorcycle patrol will cover

At right—This is the Peterik family album picture. Picnic at Grafton, Wisconsin—and they all went there on two or three wheels. Louis, in his Sennett bathing suit, second from right, front row



every road leading into New York state from Canada.

INVENTS A "CYCLEPLANE"

CHARLES STAAB, a young Chicago bank clerk, has invented a "Cycleplane," and is now making a successful

At left: About one thousand of the audience that Peterik's Bicycle Racing Team plays to in Milwaukee. There is another thousand spectators on the fence around the half-mile track

tryout of it during a vacation that carries him to Joliet, Utica, LaSalle, East Peoria, Springfield, Alton and East St. Louis.

The "Cycleplane" is an ordinary bicycle rigged up with a sail leading from the front wheel of his machine to the handle bars, one on either side. These sails are 15 inches wide at the top and taper down to the hub of the wheel. They can be arranged to utilize the wind's full velocity. The boy carries a tent and other equipment for outdoor life.

At left: Peterik's Pedalers, otherwise known as the Rogers Bros., because they have so much silverware

What Motorcycle Clubs and Riders Are Doing

WHO IS SHE?

Cambridge, Mass.—The Cambridge Motorcycle Club wants to know who will be the most attractive lady present in riding togs on the M. M. A. Gypsy Tour to Old Orchard Beach, June 17 and 18. The lady selected will be crowned "Queen of the Gypsy Tour." They have offered a \$5 gold piece and a beautiful banner to be awarded to the fortunate young lady.

AN ECONOMY RECORD

York, Pa.—Riney & Striney, Indian dealers, report a performance by an Indian Scout in which it covered 95 miles on a gallon of gas. The course was over all the highways north, east, south and west from York, over all the largest hills, and as they express it: "We have some right smart knolls around York." Howard Mitzell, of York, piloted the Scout.

MARION CLUB PROMOTES RACES

Marion, Ind.—The Entonouse Motorcycle Club has leased the half mile dirt track at Montpelier, Ind., 20 miles east of Marion, and will hold a series of four race meets during the summer. The first will be on June 25. There will be an attractive prize list. All races will be under M. and A. T. A. sanction. Riders can obtain information by addressing the Entonouse Motorcycle Club, Marion, Ind., for entry blanks.

RACES AT DUNKIRK, N. Y.

Dunkirk, N. Y.—Motorcycle races will be held on the Chautauqua County Fair Grounds, Dunkirk, N. Y., July 4. The Dunkirk track is one of the fastest half-mile tracks in the State of New York. It has been well worked and is in the best of condition, 60 ft. wide, with 5 ft. banked turns. There will be five events; a 3-mile free-for-all, two 5-mile free-for-alls and two 10-mile free-for-alls. Further information can be obtained from Hahne & Johnson, 211 East Third street, Jamestown, N. Y.

ALDRICH HAS CLOSE CALL

Baltimore, Md.—A. G. Aldrich, M. and A. T. A. State Referee for Maryland, had a narrow escape from death the other day when a farmer driving an automobile on the road ahead of Aldrich, who was driving a sidcar outfit, suddenly turned into a farm driveway without giving any signal of his intention. Aldrich was cut off and swerved to avoid a crash. He might have got out of it safely, but there had to be a pile of gravel in the way and the sidcar was overturned. Aldrich came to the next morning; no bones broken, but badly shaken. The farmer was arrested.

DUD PERKINS STARS AT DENVER

Denver, Col.—Thirty thousand spectators witnessed the Sectional Hill Climb staged at Denver Sunday over a 900-foot course up a 60 to 75 per cent. grade hill. The amateur event was won by Myers on an Excelsior, the open 61 event and the open professional by Dud Perkins, Harley-Davidson. Summaries:

Amateur—Meyers, Excelsior, first; Ben Peak, Harley-Davidson, second; Lot, Indian, third. Time 44.1 sec.

Open 61—Dud Perkins, Harley-Davidson, first; Floyd Clymer, Indian, second; Ben Peak, Harley-Davidson, third. Time 36.1 sec.

Open Professional—Dud Perkins, first; Floyd Clymer, second; Frank Kunce, Harley-Davidson, third. Time 25 sec.

MERRIMACK VALLEY SECOND ANNUAL CLIMB

Lowell, Mass.—The Merrimack Valley Motorcycle Club, Lowell, Mass., held its second annual hill climb on Juniper Hill, Dunstable, on Memorial Day in the afternoon. The weather was perfect, and a fair sized crowd viewed the meet. The 37-inch expert class was the first on the programme. Arthur Batchelder, the Lowell Indian agent, made the first attempt to scale the hill, but dug himself in at the 140-foot mark, which was good enough for third prize. Johnny Scott, Indian Scoutmaster of Springfield, sailed over the 500-foot course in 14 seconds flat. As far as Scott was concerned it was like any other hill, but the rest of the contestants dug themselves in about every trial. John Moody, a Lowell Harley-Davidson man, took his Sport model over the top, at last, in 22 seconds. The 61-inch novice class was held up a few minutes while a third entry was obtained to make it an event, David Aguiar finally deciding to enter, but, owing to an accident, was unable to ride, so the event was a duel between Ed. Cloutier, Harley-Davidson, of Uxbridge, Mass., and Walter H.



Gene Walker's latest racing helmet protects the nose and upper part of the face

Wood, Indian, Lowell, Mass. Cloutier made three attempts to scale the hill, but the best he could do was three failures. Wood gave his Indian all it had right at the start and the electrical timing registered 8 1-5 seconds. Walter only rode once. The third event, an expert solo, 61, was won by Walter Wood, the erstwhile novice, in 8 flat. On his first trial he gave the crowd quite a scare by getting off the course and riding through a juniper bush about 30-foot square, and finally spilling near the finish. T. A. Gifford, New Bedford, won second on a Harley-Davidson of the C. A. vintage in 9 4-5 seconds. E. Cloutier took third, riding a Harley in 10 4-5 seconds. Arthur Bouchard, a Manchester Indian, dug in twice, but could not seem to get into the prize list. Up to this time the Indian camp had captured all first places, which made Tom Gifford, of New Bedford, more or less riled. In the 61-inch side car class Tom showed the rest of the riders that there are two things that win a hill climb, one a good engine and the other good judgment. Gifford took his Harley-Davidson up to the 139 mark, just one foot further than Walter Wood, of Lowell, who could not get beyond the 138-foot point. Third place was taken by Arthur Bouchard, Indian, of Manchester, N. H., who reached the 117-foot mark. David Aguiar refereed the event, and the Worcester M. C. electrical timing device registered the time. The Competition Committee in charge were



Louis Spiroff, of Chicago, who plans to tour Europe on his Ace

A. H. Batchelder, David Aguiar, Frank Faneuf, Charles Thompson and Thomas Jones.

SOME CLUB SAY WE

Quebec, Can.—The motorcycle riders of Quebec City have formed a motorcycle club and rented a fishing and hunting reserve of eleven lakes, where trout is more than abundant. The distance is only thirty miles from Quebec City, nice macadam roads all way long. The club has a big camp, with a chef engaged for the members only. The camp contains a big dining room, which, which can be easily converted into a dancing hall. A piano and gramophone with about two hundred of up-to-date records are just now stored in the camp. The chef specializes in cooking trout meals, in about fifty different ways and surely everybody will have entire satisfaction with regard to this item. A big glacier (ice house) is attached to the camp, which enables the chef to keep any choice meat our guests or members may want; in a word, everything is in A-1 shape. The sleeping room contains eighteen beds, or nine rooms, all completely separate rooms, containing two beds each, which insure nice sleeping accommodation and privacy. A telephone is installed at the camp, and every accommodation is guaranteed to everybody who will come and visit us. American riders are invited to call and see for themselves.

Sanctions Issued

ENDURANCE RUNS

July 2—Private Owners' Secret Destination Run, Triangle Motorcycle Club, Du Bois, Pa. Sanction 663.

July 9—Capital City Motorcycle Club, Sacramento, Cal. Sanction 636.

July 10-11—Reading Motorcycle Club, Reading, Pa. Sanction 637.

July 15—Du Bois Motorcycle Club, Du Bois, Pa., Sanction 613. (Route—Du Bois, Curwensville, Clearfield, Phillipsburgh, Port Matilda, Belfonte, Lock Haven and Du Bois.)

July 15 and 16—South Hills Motorcycle Club, Pittsburgh, Pa. Sanction 610. (Route—Pittsburgh to Baltimore, Md., and return. Go over Lincoln Highway, return over National Pike.)

SECTIONAL ENDURANCE RUNS

July 2-3—So. Pacific Section. Los Angeles Motorcycle Club. Sanction 644.

SECTIONAL HILL CLIMBS

June 18—South Pacific Sectional—Golden Gate Motorcycle Club, San Francisco, Cal. Sanction 607.

June 25—Middle Atlantic Sectional. Rochester Motorcycle Club, Egypt, N. Y. Sanction 608.

HILL CLIMBS

June 18—Lansing Motorcycle Club, Lansing, Mich. Sanction 661.

June 18—Leo N. Herrick, Rochester, Minn. Sanction 622.

June 18—Rose City Motorcycle Club, Seattle, Wash. Sanction 623.

June 18—Tri-States Athletic and Motorcycle Club, Triple City Motorcycle Club, Martin's Creek, Pa. Sanction 617.

NATIONAL CHAMP. RACES

July 4—300-mile Championship, Wichita Speedway Association, Wichita, Kan.

RACE MEET

June 17—H. W. Kiff, Toronto, Can. Sanction 660.

June 20—Southern Motor Racing Association, Baltimore, Md. Sanction 658.

June 25—Mid-West Racing Association, Toledo, Ohio.

June 25—Entonouse Motorcycle Club, Montpelier, Ind. Sanction 657.

July 1—Horace P. Murphy, Danbury, Conn. Sanction 643.

July 2—Dayton Motorcycle Club, Waynesville, Ohio. Sanction 665.

July 4—Butler Aerie No. 407, F. O. E., Hamilton, Ohio. Sanction 629.

July 4—Thayer & Duncan, Columbia, S. C. Sanction 645.

August 6—R. L. Clark, Milwaukee, Wis. (Includes: 10 mi. 61-inch, and 25 mi. 30-50-inch Solo, 25 mi. Sidcar National Championship.) Sanction 630.

Sept. 4—Neill & Norcross, Greeley, Colo. Sanction 652.

TIME TRIALS

June 17—George A. Ellis, Old Orchard Beach, Me. Sanction 647.

WATERBURY HILL CLIMB

Waterbury, Conn.—The Waterbury Indian Motorcycle Club has applied for a sanction for a hill climb to be held at Thomaston on July 2. The hill is a grassy slope of sufficient steepness to provide plenty of excitement for both contestants and spectators. It is about a half mile from the state road and a large crowd can be accommodated. Every effort is being put forth to make the climb a success. Prizes are being solicited and several riders of the first class have already signified their intention of taking part. Club members will be on hand to provide refreshments. Thomaston is located only a few miles from Waterbury on the state road. Eastern motorcyclists will have an exceptional opportunity for sport July 1 and 2, as the Danbury races will be held on Saturday and the hill climb on Sunday. As Waterbury is but 30 miles from Danbury, it is expected that a large number of riders will make it a two-day affair and take in both events. Don't forget—Danbury-Waterbury races—hill climb—July 1-2.

ROCHESTER AND SYRACUSE COMBINE

Rochester, N. Y.—The Rochester and the Syracuse Clubs' Gypsy tours will be held June 18, and will journey to Sodas Point, about 40 miles from Rochester, located on Sodas Bay. The Rochester club has challenged the Syracuse organization to a ball game, which will be the feature of the day. Other contests and a program of sand stunts is being arranged. The dealers are donating prizes for the winners. All riders in Rochester and Syracuse whether members of the club or not, are being invited to attend. Riders may find registration cards in motorcycle stores. Louis McCrossen will be tourmaster for the Rochester club. The riders will leave the headquarters of the club, No. 90 State street, at 9 a.m. Along the route they will be joined by motorcyclists of Webster, Williamson, Newark and Sodas. The Rochester club is making arrangements for the big Mid-Atlantic Sectional Hill Climb, to be staged under its auspices on June 25.

A PITTSBURGH SPEED ARGUMENT

Pittsburgh, Pa.—Red Dodson, who rides a Henderson De Luxe, and Albert McMillian, who sports a speedy Indian, got into an argument the other day as to which was the fastest. Dodson offered to bet \$50 that he could beat McMillian, and the wager was taken up. The rooters for each champion, to the number of between 300 and 400, turned out early Saturday morning to see the fun. They crossed the tape neck and neck, and when they opened up McMillian took the lead and held it about half way down the course. Then Dodson gave her another twist and glided by, "just as easy," and finished about 100 feet in the lead. There were no alibis. McMillian declared his machine was running good, but that Dodson simply had the most speed.

DUSTLESS TRACK AT BALTIMORE

Baltimore, Md.—The motorcycle races held by the Southern Motor Racing Association at Gentlemen's Driving Park track were an exhibition of good, clean riding, and a credit to the sport. Entries were limited, but more riders are expected next time. Due to insistence of the M. & A. T. A. representatives the promoters had treated the track with calcium chloride, and in that way the track was next thing to dustless, a decided contrast to the last races held here. The first event, a five-mile solo, was won by Howard French, Jr., mounted on an Indian. "Bill" Minnick chased him the entire five miles and was coming up strong at the finish, but French beat him by a couple of rods, with Stull, Excelsior, bringing up the rear. Time, 6:13. The big event of the day was the ten-mile sidecar race between Minnick, Indian-Fixl, Mitzel, Indian-Fixl, and Kotmair, H. D. Minnick was never headed, although Mitzel went after him hammer and tongs. However, Minnick's superior technic combined with a wonderful motor made it an easy matter for him to keep in front, and lap Kotmair, who ran third position, twice. The first time he did it was in the thirteenth lap, and later in the race when Kotmair had temporary motor trouble both Minnick and Mitzel lapped him. Time, 12:51 4-5. Mitzel says he is coming back next time with something that will make them all sit up and take notice. This boy Minnick is pretty clever when it comes to slipping a Fixl around the turns, and it will be a day's work to beat him.

NEW JERSEY SCORES CHANGED

Newark, N. J.—At the regular meeting of the New Jersey Motorcycle Club, held June 6, it was decided that the original action of the club, to penalize Reginald Pink for leaving Bloomsbury check should stand, despite the ruling of the referee, E. A. Robertson, who ruled no penalty could be imposed. The final scores of the New Jersey M. C. run, therefore, are further revised. Reginald Pink, Reading-Standard, is not the winner of the Trade Solo. By the club's action Ernest De Simone, Wayne, Pa., riding Indian



Chief Machinist Ernest Haines, U.S.N., is a Neracar rider in New London, Conn. O. T. Sheldon is the Neracar dealer

solo, is the winner. De Simone's score was perfect and his acceleration variations .237 of a second. Charles Busch, Reading-Standard, loses his perfect score, and is credited with 986 points. All other scores remain as originally announced. The checking at Bloomsbury was irregular and not in accordance with the M. and A. T. T. rules. Instead of the checkers calling each rider in when he was due, they checked the riders in as they arrived. In some instances, riders were signed up seven minutes before their departing time, and held at the check station. Pink was one of these. According to his route card he was signed in on his regular time. In fact, he arrived some seven or more minutes early and was signed up on time. Pink then left the check station for the last section of the run into Newark. The checkers noted the time he left as 4:11 p.m. His scheduled departure time was 4:18, which was so marked by the checker on his card. Pink declares that no checker warned him not to go. Charles Busch, immediately after Pink, was another rider handled in the same manner. He departed at 4:11, nine minutes before his scheduled time. At the meeting of the club May 31, the club decided that both Pink and Busch should be penalized according to M. and A. T. A. rules for leaving a check early. This would bring Pink's winning score to 988 points, and Busch to 986 points. The referee, E. A. Robertson, ruled that inasmuch M. and A. T. A. rules call for the checker to see a rider is signed up on time, the onus rests with the checker, and declared Pink and Busch had perfect scores. The June 6 meeting of the club decided that their original action stands and that trade papers be so informed. They further declared as Pink had not protested their action he had no redress in the matter.

SPECIAL MOTORS BARRED AT DAYTON

Dayton, Ohio.—Dayton, Ohio, Motorcycle Club has applied for sanction for a Hill Climb, to be held at Waynesville, Ohio, on July 2. This hill climb is being promoted as an entertainment feature preceding the race meet at Hamilton, Ohio, July 4. Inasmuch as there will be quite a few out-of-town riders visiting the race meet, the hill climb is limited to private-owned machines of all classes, by this, is meant that special hill climb motors from the factories are barred. A large prize list of merchandise has been promised, and the invitation is extended to all riders planning to visit Hamilton, Ohio, July 4, for the race meet. Out-of-town riders are requested to get in touch with G. W. Snyder, secretary Dayton Motorcycle Club, 15 Shaw avenue, Dayton, Ohio, for full information. The route to Waynesville will be marked and the Dayton Motorcycle Club will take care of everyone desiring to attend the hill climb.

GOLDEN GATE CLUB ENTERTAINS

San Francisco.—The Golden Gate Motorcycle Club held a special entertainment at its Clubrooms on Market street, San Francisco. The big event of the evening was the showing of the moving pictures, taken at Pismo Beach, during the Gypsy tour. C. E. Oberg, of the Pacific Motor Supply Co., who won all the foot races at the picnic, says that never before, in any hill climb in Northern California were so many prizes given as were bought by the Golden Gate Motorcycle Club and donated by dealers, etc., for the hill climb on June 18.

MARYLAND M. C. ENDURANCE RUN

Baltimore, Md.—The Maryland Motorcycle Club's Endurance Run of 226 miles, embracing Annapolis, Laurel, Gaithersburg, Frederick, Eldersburg, Westminster, Manches-ter, Belair and Baltimore as checking points, was run off May 28 with 18 starters, 11 of them finishing the run. At the noon control, located at Frederick, of Barbara Fritchie fame, the riders, had an hour for refreshment, recreation and rest. The secret control located out of Westminster on good roads caught a majority of the men far ahead of time, for those who located the check outguessed the riders. This was almost a private owner's run, as only three professionals entered, the other riders being amateurs of the private owner variety. Amateur high score men had first choice of prizes over the others. Prize winners follow: Amateur solo—L. Hilpert, H. D., 1,000; H. E. Snyder, Indian, 982; J. P. Brandau, H. D., 953; W. K. Upton, Henderson, 903. Professional solo—Henry Hook, H. D., 1,000; B. F. Westerfield, H. D., 999; Gus Heinz, H. D., 998. Amateur sidecar—W. W. Westerfield, H. D., 998; Geo. Soan, H. D., 980; E. P. Buell, Indian, 956; L. Selfert, Indian, 913.

MOTORCYCLE CHARIOT RACE LATEST

San Francisco.—The crack motorcycle polo teams of the Oakland, Cal., Motorcycle Club, and of the Santa Clara, Cal., Motorcycle Club, met in the big stadium at Idora Park, Oakland, on June 4. Steve Cooper refereed the contest. The Oakland motorcycle team won after a spirited contest. They scored one goal. A novel feature of the day and one that excited roars of laughter from the spectators in the grandstand, consisted of motorcycle chariot races, said to be the first of their kind ever pulled off in the history of motorcycle racing. The chariot, a barrel-shaped affair, was attached to the motorcycle. In each chariot rode one of the motorcyclists, dressed as a woman. Their antics in trying to hold their seats were humorous and yet full of thrills. In the stunt and fancy riding events, honors for acrobatic and graceful riding went to Homer Fortini and his wife, Velma Parrott Fortini.

PROVIDENCE TOUR JUNE 25

Providence, R. I.—The Rhode Island Motorcycle Association will hold its fourth good fellowship tour at Webster Lake, Sunday, June 25. At a recent meeting of the association's directors George Hunters of Pawtucket was for the third time elected tourmaster. The start will be made from Post Office square, this city, at 9 a.m., on the 25th, and the party will be taken through Chep-aceht and Thompson to the lake near Webster which bears the famous Indian name. Many games and tests are on the programme being arranged, the most interesting being the water sports. Valuable prizes will be given.

READING RIDERS BUCK STORM

Reading, Pa.—Although having to contend with heavy rains, excessive heat and other adverse conditions, most of the riders who participated in the two-day motorcycle endurance run to Pittsburgh and return, finished with excellent scores. The run was held under the direction of the Reading Club. The course covered approximately 700 miles and was a rigid test. Returning quite a few of the riders ran into the heavy wind and rainstorm early Sunday evening in the vicinity of Wernersville. The going from then on was exceedingly dangerous for the riders owing to the highway being strewn at many places with broken tree limbs and other obstacles. Horace Fritz, the youngest entrant in the run, finished with a perfect score. He is but 16 years old. He rode an Indian Scout model and was awarded a silver cup by the Hendee Manufacturing Company. The team prize also went to riders of Indian machines (side car class) who finished with perfect scores. In this class were Raymond Schell, Harry Hart and Arthur Jones. In the four-cylinder class, Charles Cole, riding an Ace machine, finished with a perfect score. It is also believed he has a fair chance of winning the secret control time prize as well as one of the members of the Reading Standard team entered. The results of the secret check will be announced later.

CROTONA LADIES HAVE "JUNE RIDE"

New York.—The Ladies' Auxiliary to the Crotona Motorcycle Club held their first annual "June ride" Sunday. The destination was Woodland Lake, where picnic lunch was served. Boating, bathing and games furnished entertainment for over 70 motorcyclists who attended. The crowd was on the way home when the storm struck and there was a great scurrying for shelter. Some got wet and some didn't, but all had an exciting time.

Converting Hikers Into Motor Bikers

By M. C. R.

MILWAUKEE riders of the two and three-wheelers are "going in for" refined entertainment of the popular chatauqua type. When "Slim" MacCracken, the now famous hike and motorcycle editor of *The Milwaukee Journal*, terminated the Fall and Winter hikes this Spring to take up the piloting of motorcyclists he did not reckon with the stick-to-it-iveness of the hikers. They refused to "stay put and suspended." They insist on the resumption of their sport with none other than "Slim" as leader and pathfinder. The result is that Slim now combines his two parties, riding with the motorcyclists to some point of interest and there meeting the persistent walking party for an augmented picnic.

Frequently the motorcyclists pass the hikers along the road, and it is amusing to see one after another of the striding throng hop aboard the machines to let the busy motors do the transporting instead of their tired legs. Right here is where the motorcycle bug gets in its deadly work, causing many hikers to resolve that they shall soon own one of the "powerful, speedy cusses."

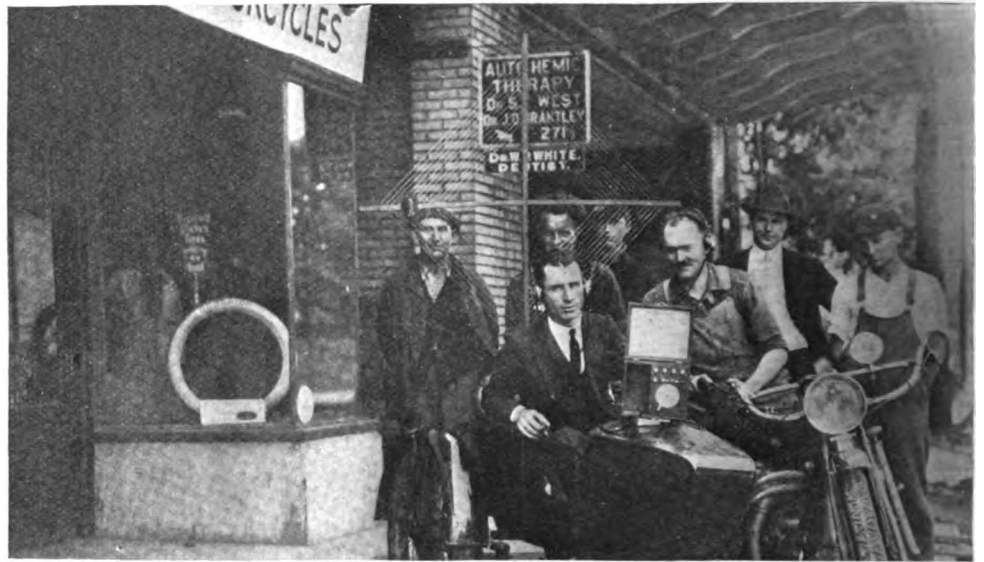
Sunday, June 4, saw the cycling gang away to Holy Mill, a quaint spot located about 35 miles from Milwaukee. Tradition has it that the ill and the lame have been cured here by praying at the shrines located at intervals along the steep path

Slim's hikers had taken the train to a point a few miles away from the hill and walked the remainder of the distance, meeting the motorcyclists about noon at the hill.

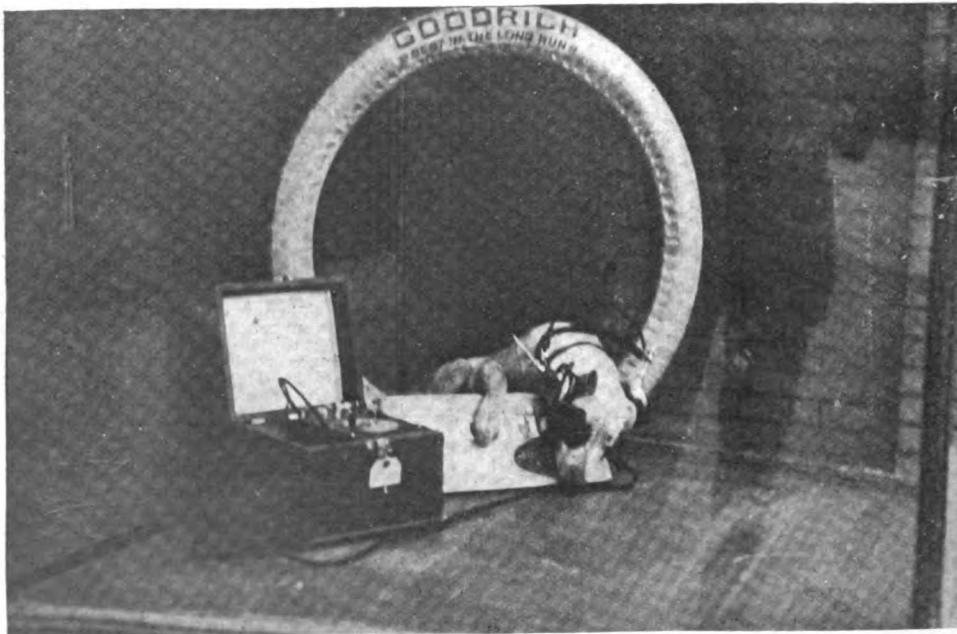
An organization called The Friends of Our Native Landscape were guests of the Carmelite Fathers at the shrine and invited the hikers and cyclists to attend

family, told of many adventures experienced while on the 80,000-mile tour which he is now negotiating.

The "melting pot" tours have not only started the melting of name plates into one labeled "One for All—All for One," but they are also pouring hikers into the crucible and bringing the joys of motorcycling to the attention of the exact class



H. P. Butterick and Bill Jones, of Atlanta, Ga., have perfected a portable wireless which they carry on their sidecar outfit. Note the diamond shaped aerial at the back of the sidecar



The only wireless hound in captivity. The pup was never still in his life until the wireless head set was put on. Then he kept perfectly quiet and listened to the music

up the hill. In the chapel at the crest are shown crutches, and various other accessories of the cripples, which have been cast aside as unnecessary after the owners had made the pilgrimage of prayer to the peak.

their open air lectures and their pilgrimages. The organization also staged an Indian Masque entitled *The Beauty of the Wild*, which depicted the advance of civilization in our virgin forests.

"Dad" Barrett, who attended with his

of outdoor people who are ripe prospects. It is nothing short of a lucky strike.

PRACTICAL SERVICE CARD

TED BUCK, Troy, N. Y., Indian dealer, has instituted a new system in handling service. He has prepared cards which itemize on one side every important unit on the machine. When a rider brings a machine in for repairs Ted goes over each item carefully. For example, he inquires about tires. If anything has to be done to tires he places an explanation in the space allotted. This is followed by special items for front wheel, front fork, handle bars, carburetor, magneto, generator, etc. On the reverse side of the card provisions are made for charging up parts used and labor involved in making the repairs. The card covers just about everything that would enter into a repair job. If dealers want any further information or a specimen of the card we are sure Ted Buck would be very glad to supply them. Simply address E. H. Buck, 58 Congress St., Troy, N. Y.

THE IRISH CYCLIST SAYS

"That rich men build fine houses and buy expensive motor cars; wise ones marry their widows."

Record Crowd Sees Denver Hill Climb

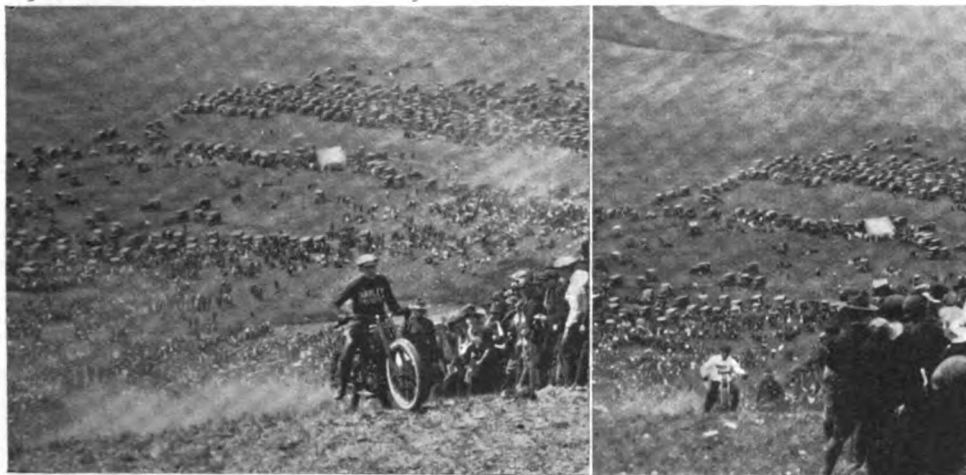
By H. B. Rose

THE first big league, all star hill climb ever staged in the vicinity of Denver, Col., was staged on Green Mountain, a high knoll with nearly perpendicular sides which sets apart from the foot hills but is high enough and steep enough that it would easily be called a regular mountain in almost any other part of the country. It is 12 miles from the heart of Denver and a mile from the

Two "Goat" Hunters

The real sensation of the amateur event of Myers of Colorado Springs, riding an Excelsior, and Ben Peak of Loveland, mounted on a Harley-Davidson. Myers both in this event and the 61 open, crossed the top of the perpendicular pasture, at every attempt, as did also Peak. The time was so close that it gave the rooters for each rider a special thrill. The Ex

Two old, but friendly, enemies met and clashed in the other two events, the 61 open and the open pro. "Dud" Perkins of 'Frisco, according to his own words, came all the way from the Golden Gate City to get even with Floyd Clymer for the way the latter walked all over his records and reputation at the last Capistrano meet. In the 61 inch go the Clymer backers held their breath while Clymer threw his Indian at the hill and up to the 600 foot mark it looked like easy money, but the Indian slowed down on the hump and was unable to make the top. Perkins used rare generalship in both his attempts in this class. He rode the high side of the hump while he had good momentum, and when the motor began to slow he swerved diagonally across the course, thus having a slight advantage. He crossed the top in 36-2 the first time and in 36-1 on the second trial, with power to spare in both trials. In Clymer's second attempt he was marked up at 39-1, which was second best. Ben Peak, winner of second money in the amateur event, made the hill in 41-1 in this event, thus cinching third place for himself. His ride was spectacular. He slid off the seat about half way up the hill and rode the luggage carrier the rest of the way, giving him the



At the left, Dud Perkins going over the top in the 61 event at the Denver hill climb. At the right, Frank Kuncie doing his stunt

main road to Golden. This mile of travel over the untraveled and rock did not hinder a crowd of between thirty and forty thousand people from making their way to the course to witness the climb.

The hill is 900 feet long, and there are four separate and distinct waves or rather humps in this distance. Each one of these humps is followed by a slight depression and the humps get steeper as the top is neared. The last hump of all carried a grade of very close to 65 per cent and is 90 feet long, so that any contestant who has nearly used up his reserve of horsepower up to this point has very small chance of going over the top. The spectators had been promised thrills of some 57 different varieties and they got what they expected.

Amateur Takes a Tumble

Mike Pagano of Pueblo was the first starter in the amateur event. The front wheel of his Harley-Davidson caromed off a big rock before he crossed the line and Mike lit on his head. But Mike is a box fighter of no mean ability in his home town and didn't stay down for the count but grabbed the machine and was off again. He did not go over the top, however.

Lott of La Junta, riding an Indian, was the first man of the meet to go over the top, which he did in his first attempt, but was less successful in his second trial. Lott placed third in this event.



The amateur class in the Denver Hill Climb. Starter Jack Payment at the extreme right

rider covered the distance in 44-1 and Peak was but one-fifth second slower. In coming events in this locality the spectators may expect a riding duel between these two slant tacklers, as each is after the other's goat and each believes he has it. Myers wrapped his good ol' Ex in a chamois skin and trotted back to Colorado Springs confident that he had Peak beat forever, and Peak as carefully crated and packed his treasured Harley-Davidson and was just as sure that next time he will run rings around Charlie Myers. So there you are.

appearance of half flying. Charlie Myers and his Ex crossed the tape both times in 42-3. Frank Kuncie, riding a Harley-Davidson, played in hard luck, breaking a chain at 450 feet in his first attempt and only making 47 seconds in the second trial. Jas. Sasso of Pueblo also ran in this class, but his machine quit shooting about the middle of the hill and he was out of it.

Easy Money for Dudley

Dud and his Harley-Davidson cleaned up in the open event. In the parlance of the old hoss tracks, "He won in a walk."



J. Charles Cole, first to check in at the finish of Syracuse sectional endurance run

The difference he made between his mark for first place and that marked up by Clymer and the Red Skin for second is a little too great to make the event thrilling. It was only too obvious to the crowd that he was winning by a large margin even before the time was announced. From the instant that the starter dropped the flag on him until he aviated over the rocky summit it was easy to see that he was the winner. His mount never wav-

not given him simply because he carries a Havana de Cuba at the same angle as the four-wheel wizard. He has many other requisites that make him resemble Oldfield. He is daring and fearless; he has generalship and the ability to use his head and think fast in an emergency. Why he didn't get a look-in at this meet is somewhat of a mystery. He offers no apologies but simply says he didn't have the soup. His best time in the open event, the only one he entered, was 34 seconds.

Plenty of Publicity

The most interesting feature of the meet was the way it was staged and handled. It was promoted by the Western Motorcycle Club, and Walt Whiting and The Western Supplies Co., as backers of the club, did all the work of promotion. To get publicity they went to the Denver Post, the leading daily paper, who called it the Post Hill Climb and as such proceeded to give a daily front page spread for over two weeks in advance.

Then, too, the crowd was many times larger than it would otherwise have been, and many people learned things about the power and stamina of the two wheeler that they never thought of before. The hill climb was turned to a means of powerful propaganda.

The officials were: Jack Payment, starter; Joe Padgett, A. J. Brinkerhoff, a local auto racer, and Ray Johnson, a drug-gist on motorcycle row, judges; Frank Stoll of the Stoll Mfg. Co., and Ray Leidike of the Goodrich, timers. Leidike also acted as course referee. Morris and Max

Hayutin of the Western Supplies Co. acted as clerks of the course, assisted by S. J. Hawkins of the same firm, to whom a great deal of credit is due for the correct keeping of records and the smooth handling of much of the irksome detail connected with such an event. Credit is also due E. B. Oliver of the Whiting establishment who, together with his employer, spent a great deal of tireless energy in preliminary work on the course. Walt insists that he moved enough rock off the hill to build a wall from Denver to Milwaukee.

Perkins' winning machines were equipped with Diamond chain, Bosch mag, Firestone tires and the new Schebler De Luxe carburetor, with which both his 61 inch and the open job was equipped. Charlie Myers used Diamond chain, Bosch, Schebler and Goodyears.

ROAD RECORD RIDERS TAKE NOTICE

BERT LORD, director of the New York State Motor Vehicle Bureau under the Tax Department, has sent a letter to the Wills-Sainte Claire Com-



Irving Rumaner acts as chauffer for Paul J. Bailey and Chief Checker Charles L. Wright of the Syracuse sectional endurance run

ered; his motor didn't even slow when he hit the hump. He seemed so sure of the machine he rode that he did not ever resort to the stratagem of riding the high side and cutting across the course as he had done in the 61 event, but tore straight into the hill and straight over the top. Although the gallery had come out to see Clymer, their home town entry, win, still they were with Perkins to a man when he made the spectacular and thrilling ride and cheered him lustily in both attempts. The first time he covered the hill in 25-1 and the next attempt he made it in 25 flat. Clymer made it in 31.2 for second place and Kuncce got third with a mark of 33-1. The Excelsior aggregation was very much disappointed in the performance of Ryan and his open entry. Let it be known here and now that Ed Ryan is a top notcher at this slant stuff. The nickname of "The Barney Oldfield of the motorcycle" was



Charles E. Capper checking at Watertown, N. Y.

pany of New York at 256 West Fifty-seventh street asking its officials to show cause why their right to operate cars under dealers' plates should not be revoked. The letter was mailed on Friday following the advertisement on



Checking in at Watertown



Peterson's Waterbury Connecticut Yankee Parade

that day in the New York "Times" and other papers of the run by a Wills-Sainte Claire car to Montreal and back, 804 miles, in 19 hours and 50 minutes, an average of slightly better than forty miles an hour for the trip.

The motor vehicle law of the State requires that "a rate of speed in excess of thirty miles an hour for a distance of one-fourth of a mile shall be presumptive evidence of driving at a rate of speed which is not careful and prudent." Mr. Lord's letter calls attention to what he terms a "flagrant violation of the State law." In the publicity notice of what was advertised as a "sensational trip," it is stated:

"Throughout the trip the Wills-Sainte Claire car averaged more than forty miles per hour, its best record in this respect being in the third hour, when it covered fifty miles. Every hour on the northward trip the car put forty miles or more behind it and while, on the way back, the average was forty miles, at time the speed dropped to thirty-seven miles because of the more congested condition of the roads."

Magistrate W. Bruce Cobb of the Traffic Court, when notified that the Director of the State Motor Vehicle Bureau had taken steps to ascertain why the dealer's license of the Wills Sainte Claire Company of this city should not be revoked, said that he heartily supported him in that action.

"Such a run, publicly announced," said Magistrate Cobb, "puts a premium upon speed runs by young men who own cars built for high speed. It is a direct appeal to buy cars for the sake of going fast. It is an encouragement to excessive speed which the State and city authorities are doing their utmost to curtail as leading to personal injuries. I thoroughly approve of Mr. Lord's stand, and he has my support in trying to drive speed motorists from the public highways."

"LAT" MAKES "IMPROVEMENTS"

L. A. T. "LAT" PETERSON, Waterbury, Conn., Indan dealer, didn't wait for the proprietor of the local moving picture theater to come to him with a request for some motorcycles to stage a parade for the movie of Mark Twain's "Connecticut Yankee," which has become one of the popular out-door sports this Spring. Peterson went to the theater man and put him wise to the possibilities of the picture, got him to book it and then got busy with some special stunts to create motorcycle publicity. One of these was to write to the factory and borrow an Indian of ancient vintage, one of the first made. This was displayed outside the theater with a placard announcing it was the kind used in King Arthur's Court. Peterson wasn't content with staging one parade of armored knights on motorcycles. He had half a dozen parades. He says it was a fine publicity stunt.

M. & A. T. A. DIRECTORS MEET

AT a meeting of the Board of Directors of the M. and A. T. A. held at Rochester, N. Y., June 8, and attended by President George T. Briggs, Secretary A. B. Coffman, and Directors A. C. Rice, F. J. Weschler, G. E. Atkins, and E. J. Mueller, T. A. Miller as proxy for Treasurer Arthur Davidson, and President Briggs holding proxy for D. H. Wetzel, and Secretary Coffman holding proxy for F. W. Schwinn, Secretary Coffman reported that 275 Gypsy tours had been organized, which is probably a record. He also reported that 224 dealers had already adopted the M. and A. T. A. insurance plan.

Secretary Coffman reported that Jas. Angove, Chairman of the freight rate committee states that the reduction ordered in freight rates would amount to approximately 10 per cent. This will effect practically all incoming material to the factories and all outgoing motor-

cycles, sidecars, parts and accessories, with the exception of motorcycles and side cars to the Pacific Coast points which rates were ordered reduced sometime ago.

Further report dated June 5, states that the previous reduction ordered effecting California points will be published and effective July 1, and reduction ordered by Interstate Commerce Commission will also apply on Pacific Coast Shipments, which, if effective, will further reduce rates to the West Coast. Further information will be furnished as soon as available.

Foreign Trade Report

The secretary presented a copy of a pamphlet, "Selling the World American Automotive Transportation," gotten out by the Chairman of the Foreign Trade Committees of the seven Associations, who met with Mr. Gordon Lee sometime ago. This will cost 5 cents each or thereabouts and the secretary has already ordered a sufficient number to take care of the membership, and a few extra to send prospective members wishing to join the Association. Any member of the association can secure a quantity of these by paying for them. Members are requested to advise Secretary Coffman how many they will need to send their foreign representatives, or for such purposes as they may see fit.

The Duckworth Chain & Manufacturing Company's application for membership was presented. They were elected to membership unanimously and the secretary ordered to so notify them.

ADVICE ON SPROCKETS

Sprockets of 14 teeth or larger when of good quality, should outlast two or three chains, if proper guards are fitted. The tiny sprockets fitted to the engine shafts of older models will be ready for the scrap-heap about the time the front chain on them is worn out. There is no economy in using a sprocket of less than 14 teeth on a 5/8x3/8-inch chain.

Touring South Central Europe



Touring with an Indian in South Germany

MR. and Mrs. A. P. M. Moussault, of Zandvoort, Holland, send us some pictures taken on a vacation tour which they made from their home in Holland to Venice, Italy, and return last April. Mr. Moussault is the sporting editor of *De Telegraf*, an Amsterdam daily paper. They traveled through Holland, South Germany and the Swiss Alps, via Milano and Brescia, to Venice and return, using an Indian motorcycle equipped with U. S. Traxion tires.

Mr. and Mrs. Moussault and their Indian touring outfit



Touring in Brescia, Italy

QUESTION BOX

The Question Box is open to every one. If you have a question pertaining to either the bicycle or motorcycle we will endeavor to answer it. Address your questions to Question Box, *Motorcycle and Bicycle Illustrated*, 912-920 Broadway, New York.

Wrong Coil

(1)—I have an old Excelsior motor with battery ignition, and when the old coil went, I replaced it with a two-cylinder vibrating coil. This does not work at all with the engine, but the coil will throw a good spark when the plug is laying on the cylinder.

Silver Center, Ont. Wm. J. Ross.

Answer

(1)—The coil is not suitable for your motor. A non-trembler (plain) coil should be used. This coil can be obtained from the manufacturers of your motorcycle.

Tire Life, Etc.

(1)—What is the average life of an inner tube in a tire that has never been punctured and how long will a tube last under such conditions without deteriorating or becoming subject to blow-outs?

(2)—What can you suggest to stop a brakeband from squeaking when being applied? Is it poor judgment to use engine oil on the drum to prevent friction?

San Francisco, Cal. M. E. P.

Answer

(1)—We should say about 10,000 miles. Much depends on the care taken with regard to inflation, etc. The Question Box Editor has a 28x3 U. S. tube in his sidcar tire which has completed 15,600 miles and is still serviceable.

(2)—It is better to readjust the brake than to attempt to cure a brake-squeak by oil or gasoline. To use oil to reduce friction on the drum is honing for trouble, as the brake may slip when you need it very badly.

To Oklahoma

(1)—I am planning a trip from Coatesville to Duncan, Oklahoma, and would like to know if you could furnish me with road directions, mileage, etc.

HENRY C. ARNWAY.

Coatesville, Pa.

Answer

Coatesville to Wheeling, via Gettysburg, Hagerstown, Cumberland and Uniontown, 310 miles. Wheeling to Indianapolis, via Morristown, Zanesville, Columbus, Springfield, Dayton and Cambridge City (all Ohio), 314 miles. Indianapolis to St. Louis, via Terre Haute, Casey and Vandalia, 251 miles. St. Louis to Kansas City, Mo., via Fulton, Columbia Marshall and Independence 300 miles. From here to Duncan, get information from A. B. Coffman, 326 West Madison street, Chicago, Ill.

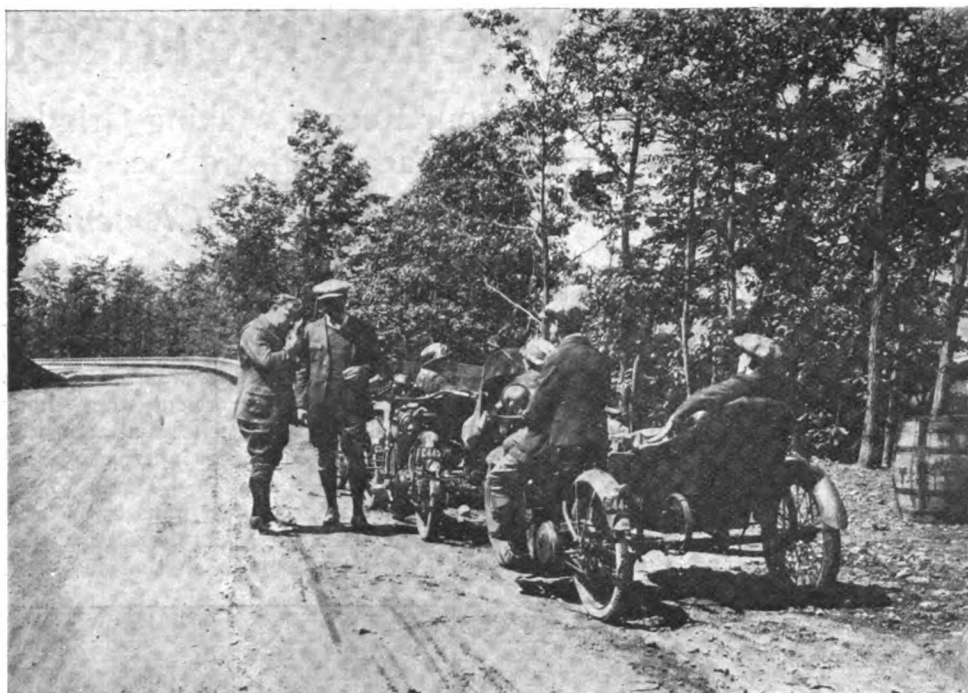
ALL SET FOR MARTIN'S CREEK

THE route across New Jersey to Martin's Creek, Pa., that the Gypsy Tourists will follow on Sunday, June 18, was selected last week by the pathfinders. To save mileage and choose good roads several highways were inspected. The shortest and most direct, with a maximum of good pavement is Newark, Morristown, Dover, Budd Lake, Hackettstown, Belvedere and via macadam roads from that point to Martins Creek. This route measures 74 miles from Washington Park, Newark, to the scene of the climb, Brod's Hill, Martins Creek.

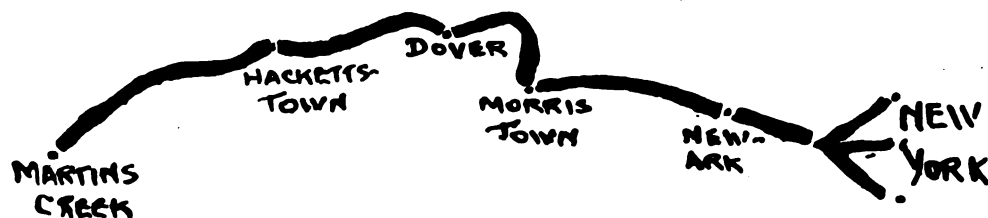
The Firestone Tire and Rubber Co. furnishes markers which the New Jersey M. C. posted this week.

At Morristown, Netcong and Hackettstown there are sharp turns in the route that tourmasters should be on watch for. If the correct turn is not taken at these points the riders will go astray.

The hill selected for the climb is a straight course, with a gentle rise for 200 feet, then an abrupt slant similar to Port Jervis, and with the same loose shale surface. A cleared space of thirty feet has



A roadside smoke near Hackettstown, N. J., on the Gypsy Tour route to Martin's Creek



ROUTE OF GYPSY TOUR 1922

At right: Brod's Hill, Martin's Creek, where the Metropolitan Gypsies will gather for a hill climb June 18. The bathing beauty sneaked over from the old swimming hole to take a peek at the pathfinders

Below: A shady spot for luncheon on the banks of the Pequest river, en route to Martin's Creek

been made for the riders to weave their front and rear wheels through. The total length of the climb is 600 feet, with the last two hundred feet averaging 45-50 degrees.

Plenty of parking space is provided and there are many shaded spots where a picnic lunch may be enjoyed. Bathing in Martins Creek is also possible.

During practise climbs a couple of Mack Sennett bathing beauties wandered out on the field and all but stopped hill climbing. The promised to be back on Gypsy Tour Day.

The Triple City Club of Easton and the Tri States Club of Port Jervis are bending every effort to make the visit of the thousands of riders a pleasant one.

The star attraction will be the 80-inch open professional in which a purse of \$125 will be split among the three high men. This event will attract all of the A-1 riders of the Middle Atlantic States.

Another event of more than passing interest is the 80-inch event for four cylinder motorcycles only.

An unusually large field of novice riders is assured and there is certain to be new names in the winners' column.



How Wells Bennett Did It

The Story of His 24 Hour Record Making Grind on the Splinter Infested Tacoma Board Speedway

By C. E. B. Clement

BACK of Wells Bennett's 24-hour record made on Tacoma Speedway is a story of a terrible ride over a track that was about as rough as could be looked for on a good, stiff endurance run course, by a rider who bet his nerve against heavy odds and won. For, during the last fourteen hours of that long grind, Bennett went on his nerve alone. Physically he was "all in" after the first ten hours. The jolting from the rough track had pounded his muscles to a jelly by that time until he was so sore in body that he could not stand to have anyone even lay their hand on him, yet he kept on to the new record; fourteen hours more of battling at better than a mile a minute all the time. It took nerve and lots of it, but Wells came through.

At a quarter past twelve (noon) on May 30, Wells started away on his record breaking attempt. Gaining speed until its speed was up to about 70-7 miles per hour Bennett held it, slowing a bit for some of the turns but riding very steady. The flying tires were picking long splinters from the track and throwing them every way. These splinters had much to do with holding down the mileage, even though the pit service was wonderful.

The First Hour

At fifty miles he had averaged sixty-seven miles per hour and was going nice. He made the first pit stop at the seventy-fourth lap, losing 6:52 in taking on gas, oil, and getting new spark plugs. The pit crew were taking no chances on having a plug foul, so changed plugs frequently throughout the run, cleaning those taken out each time so as to have them ready for the next stop. At the end of the even hour he had covered just 71.05 miles, which showed a decided increase over the average for the fifty miles. Wells had settled into a steady pace by this time and was following the same streak around the track. The De Luxe responded to all calls he made on it for speed, though after getting to the steady pace of around seventy-five miles per hour, Bennett let it run and contented himself with hanging on.

Harder Than Three-Flag

His pit service kept him informed of his mileage and average speeds by means of a big sign board, thus enabling him to do a bit of figuring as he rode and keep

his mind occupied, for the turns were getting monotonous. Bennett said at the finish that the famous Three Flag Record, on which he has made several trips to a new record each time, was not near so exhausting as that twenty-four hour grind. The same scenery always just ahead tended to make him sleepy and once near the finish of the ride forced him to get off for a few minutes and put his head under the water faucet in order to revive him enough so that he could



Wells Bennett

continue. Big white lines had been painted on the track around each turn but these were hard to see, for Wells was very tired by the time darkness came on and did not care much about white lines. At times an arm would fall asleep, but Bennett kept going at his seventy-mile gait hanging on with one hand until the other came back to life again.

Pit Stops

The record of the pit stops and the time mileage tell the story of the happenings during the ride.

74th lap—For gas, oil, and change spark plugs; time lost 6 min. 52 sec.

144th lap—Gas, oil, change rear wheel, adjust valve tappets; time 6 min. 54 sec.

150th lap—Change spark plugs; time 2 min.

217th lap—Gas, new plug in rear cylinder. He ran out of gas on the back stretch but managed to coast into the pits by blowing in the tank. No time record kept on this stop.

282nd lap—Gas and oil, new rear wheel; time 10 min. 10 sec.

348th lap—Gas and oil. Bennett complained of his back, arms and shoulders aching. Time lost 4 min. 57 sec.

349th lap—Spark plug change; 2 min. 52 sec.

411th lap—Stopped for gas; 3 min.

435th lap—Gas, new rear wheel, punctured tire; 2 min. 52 sec.

487th lap—Changed oil in the crankcase and new rear wheel; 5 min. 45 sec. The splinters were cutting the Firestone Cords badly and no chances were taken by the pit crew. The former puncture had made them wary of those sharp splinters and rear wheel changes were frequent. In all pit stops where rear wheel change is given, it was to

change tire, though new rear wheels were put in so that the pit crew could work unmolested on the tires taken off. Four tires were used in the record ride and all were in good condition at the finish, though three of them had been punctured by the sharp splinters.

548th lap—Gas, oil, adjust valve tappets; 5 min. 25 sec.

580th lap—Gas, oil, change plugs; 5 minutes.

589th lap—First stop for a miss in motor except from fouled plugs in one previous lap. Changed two exhaust valves. Time lost 13 min. 50 sec.

650th lap—Gas and oil; 2 min. 9 sec.

701st lap—Gas and oil; 3 min. 20 sec.

704th lap—Adjust valve tappets; 1 min. 28 sec.

The pit crew were going strong.

713th lap—Change exhaust valve, new spark plugs; 7 min. 2 sec.

741st lap—Change rear wheel. Tire punctured on tunnel turn; 3 min.

758th lap—Stopped for rest. Bennett was clear gone. Going to sleep in the saddle. The pit crew put his head under the cold water faucet and brought him around; time out 3 min. 55 sec.

784th lap—Changed rear wheel; time lost 2 min. 40 sec. Some speed.

806th lap—Called to a stop.

Time, 23 hours 59 minutes, it being then 12:14 May 31. Starting time 12:15 May 30.

The hours and mileage time are just as interesting as the pit stops and show the regularity with which Bennett rode throughout the long grind.

50 miles in 37 min. 30 sec. for an average of 67 m.p.h.

71.05 miles—1 hour. 800 miles—11:45:40.

100 miles—1:24:26. 900 miles—13:15.

200 miles—2:55:10. 1000 miles—14:27:12.

250 miles—3:36:27. 1100 miles—16:20:28.

300 miles—4:24:40. 1200 miles—18:10:44.

400 miles—5:46:29. 1300 miles—19:42:56.

500 miles—7:15:27. 1400 miles—21:26:46.

600 miles—8:48:03. 1500 miles—22:55:26.

700 miles—10:21:03. 1562½ miles—23:59.

Motor Measured

At the finish of the run, the motor was taken down and measured, showing it to have a bore of 2 11/16 by a stroke of 3 1/2, making a piston displacement of 79.4 cubic inches, which is stock size for the De Luxe Henderson. Though the grind was the worst test that can be given a motor, its cylinders, pistons and rings did not show a single scored mark and the bearings were a perfect fit. The only motor trouble throughout the test was from a couple of exhaust valves and this did not cause a great delay.

Equipment

Bennett carried the following list of equipment: Firestone Cord tires; Sims magneto; Zenith carburetor; Kay Bee and S. & M. "90" spotlights; A. C. spark plugs; Splittorf generator; Wico battery; Duckworth chains. He used 41 gallons of gas in making the run and 10 quarts of oil, having the crankcase drained once during the trip.

Track Surveyed

Mr. Nichalson of the Nichalson Engineering Company surveyed the track for a reading of 10,236 feet to the lap, which is 324 feet shy of two miles. This gave the checkers something to do in the line of

(Continued on page 25)

Big Race Meet for Toledo

WITH the combining of the forces of Wally Stuart of Toledo and E. F. Wegner of South Bend, Ind., race fans in Northern Ohio, Southern Michigan and adjacent states will have the long longed for opportunity of again seeing the big stars in action. On Sunday, June 25, in Toledo, a meet will be run under what will be known as the Mid-West Racing Association, of which the two boosters mentioned are the directing spirit of the move.

The Toledo track is a one-mile dirt track and one of the fastest ones in the country, which is evidenced by the fast time made there in the past. This time, however, the solo events will be confined to singles or motors, in the 30.50 class and predictions are being made that the little jobs will turn the track in 50 seconds to the mile. Sidecar events will also be staged and sidecar pilots say the Toledo is the best race track in the country for such events.

With all faces looking Toledo-ward a big field is looked for, for there are no other meets in this vicinity on that date. The proposed meet for South Bend for that day has been set forward to July 9, in order to give the track management time to recondition that track. The following riders have already decided to appear: Gene Walker, Don Marks, Eddie Brinck, Johnny Seymour, W. Newcomb, Byron Daly, all mounted on Indians. Maldwyn Jones, Paul Anderson, E. Balsiger, Warren Cropp on Excelsiors and Johnny Vance, R. G. Oaks, Paul Wilkens will be mounted on Harley-Davidsons.

In the sidecar class there will be the big three, Floyd Dreyer, Indian; Jiggs Price, Harley-Davidson, and Paul Anderson, Excelsior. Dreyer and Anderson have signified their intention of riding in both solo and sidecar events. There will be

numerous lesser lights, private owners and local boys, who have built up machines of their own. The program has been arranged to give them a chance to ride.

There will be ten events on the program which should satisfy the most rabid fan beginning with time and qualifying trials for solo and sidecar contestant in the order named will follow a special event to be announced later. A 3-mile pro, 30-50; 5-mile sidecar pro, 61.00; 5-mile pro, 30-50; 10-mile consolidation 30150; 2-mile sprint, sidecar, pro, 61.00; 10-mile open 30-50 and winding up with a 15-mile sidecar open 61.00. The riders will receive over \$1,200 for their day's

work. When there is real money up, the riders will come and with the assurance of the top notch riders performing the crowd will come. So it is up to the weather man and he predicts an ideal June day.

Wally Stuart of Toledo, or E. F. Wegner of South Bend, can furnish any further particulars.

HOW WELLS BENNETT DID IT

(Continued from page 24)

keeping posted on mileage, for they were checking laps and had to do some figuring to get the mileage.

Officials

Officials in charge of the record trial



A. Freed, proprietor of the Pacific Motor Supply Co., Indian dealers of San Francisco and Los Angeles, Cal., believes that if a man wants to sell motorcycles he should practice what he preaches and ride them. Mr. Freed is one of the really big dealers who gets out and rides a motorcycle.



J. W. Campbell, who holds the Indian agency at Yonkers, N. Y., is a neat rider.

were: Referees, Frank Richardson Pierce and M. W. Bean of Seattle; timers, Otis E. Hackett, Luke Bonds, M. C. Herman, L. R. Mohr; observers, Theo Mentzer, N. Graham, H. C. Fuller, Roy Jones and L. von Wasmer; watchmaker, Pert Paulson; mechanic, Gus Peppal. L. E. Crosser of the Excelsior-Henderson Factory was kept busy doing the heavy work, figuring mileage to put on the sign board at the track.

Who's Next?

It was a great ride and a great record and will give the other big motors something to shoot at that will make them hump to break.

Wells's record exceeds that made by E. G. "Cannonball" Baker with a 61 cubic inch Indian by almost 28 miles.

Black Champion *and* Red Clay

By R. B. Parrish

THE colored population of Atlanta, Ga., turned out June 5 (the one day of the year) to see the colored motorcycle races. This is red letter day for all colored people.

Hall Ware, the Southern champion since 1915, still wears his crown. Better known as Wade, he has defended his title since 1915 against all comers. It will be remembered that in 1919 Wade tore through the bunch on the first turn and while he did not come within four feet of any of them, four of them went over the fence and one in the lake. Since then when Wade gets his long frame folded up on a two-wheel speed car, with his head sticking out under the bars, all of the other dark demons give him plenty of room. When the truck which was hauling the kennel and speed wagons out to the track was unloaded there were all styles of motors pulled out. One seemed to be a pet. This motor was all wrapped up so no one could tell what it was, and it was set up against the fence with a dusky guard at both front and rear, and they say that each of the watchmen was armed with a forty-some odd. There must have been something under that cover. Anyway, the motor was never uncovered.

The entry list showed a number of prospective racers, but when the bunch were called it was found that all of them, except one (Horace Blanton), were parked on the outside of the track, and refused to take a chance.

So the champion, Hall Ware, and his lone opposition, Horace Blanton, lined up at the starting line and were told to commence; to start; to begin; and they did; on a red clay track, in about one inch of mud, but this did not seem to bother them.

They tore around the track, giving those who had parked on the fence a bath of mud (including the writer).

The motorcycle events were cut short on account of no contestants, after Wade had won both 5-mile races.

Then Wade climbed into an auto and proceeded to tear down all of the auto track records, including Sig. Haugdale's record. The time was 4.17 for 5 miles. This was a "pot race." Each contestant put up an equal amount, and all ran for the pot, dividing 60-40 between first and second. Wade got this too, and if there had been any more in sight Wade would have got that also.

In the second curve of the first lap Wade and one of the other contestants tied up, and came around broadside, and the other fellow failed to get straight, barely scraping the fence. Here Wade went by him. Some of the dark spectators were heard to say: "Look at dat nigger, he sits like he wuz in a rocking chair."

About this time along came a whole colored family driving a wagon on the track propelled by a lazy, sleepy-looking mule, and headed in the wrong direction. The driver was feeding the gas (a piece of 2 x 4 scantling) to the mule and shouting: "Heh, you lazy debel, get up. Come on off dis heah track befo Mistah Hall Ware done cum along wid dat are cyclone thing and dun run through you like a dose ob dat are Croton oil stuff."

WEDDING FEATURES GYPSY OUTING

LIKE everything else attempted for the first time, there were phases capable of improvement, but for a maiden effort, the All California united Gypsy Tours, held at Pismo Beach, Saturday, Sunday and Monday, was a big success.

While no official figures were available because no registration system was used to record the arrival of the riders, Tennant Lee, father of the plan, stated that

there were over 1,100 motorists and friends and approximately 800 machines present. At any rate there was a good, big crowd and they had a gorgeous, good time.

The most memorable event of the outing, and an innovation in Gypsy Tours was the wedding of Harry Kern, vice-president of the Golden Gate M. C. of San Francisco, and Miss Marie Vincent, also of the Bay City. The nuptials were solemnized on the beach about 5 p. m., in a hollow square formed by the riders and other visitors to the number of several hundred. Justice Nichols performed the ceremony, and the newlyweds were attended by Tennant Lee and Mrs. Lee.

Up to the last minute, the identity of the principals in the knot-tying was a deep secret and not until they rode out of the assemblage into the enclosure on a sidecar outfit, was it known who the victims of Cupid were. Following the "I will" rites, there was a rush to congratulate the groom, kiss the bride and shower rice on the happy pair.

A polo game between two teams from the Oakland Motorcycle Club, proved a thriller.

Velma Fortini, a dashing young lady from Oakland, who is reputed to be some solo rider on her own account, was awarded first prize in the competition for the neatest lady driving a sidecar.

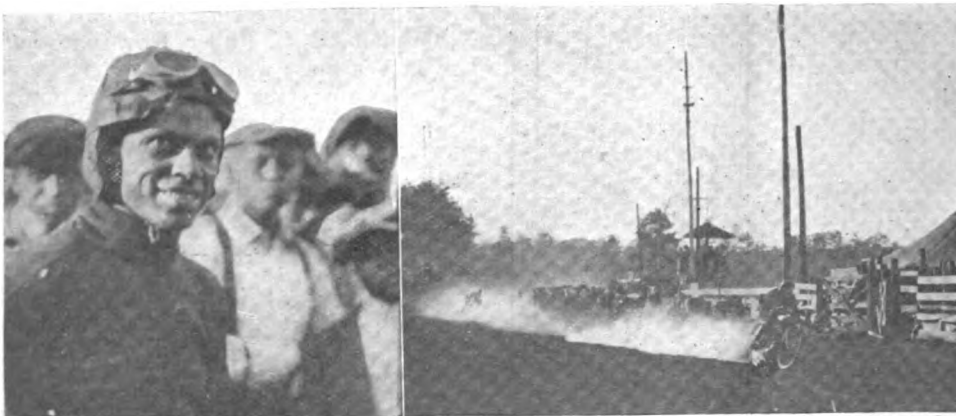
Homer Fortini, also of Oakland, was best man in the motor jumping contest.

Rich Budelier and Mrs. Budelier led a fine string of sidecar tourists from Los Angeles. It was a nifty looking party on the road and excited much favorable comment. Miss Nella White driving her own Harley-Davidson sidecar, with Miss Etta Francisco as passenger, took the mileage honors for lady drivers, making the entire trip of 400 miles on her machine and driving all the way.

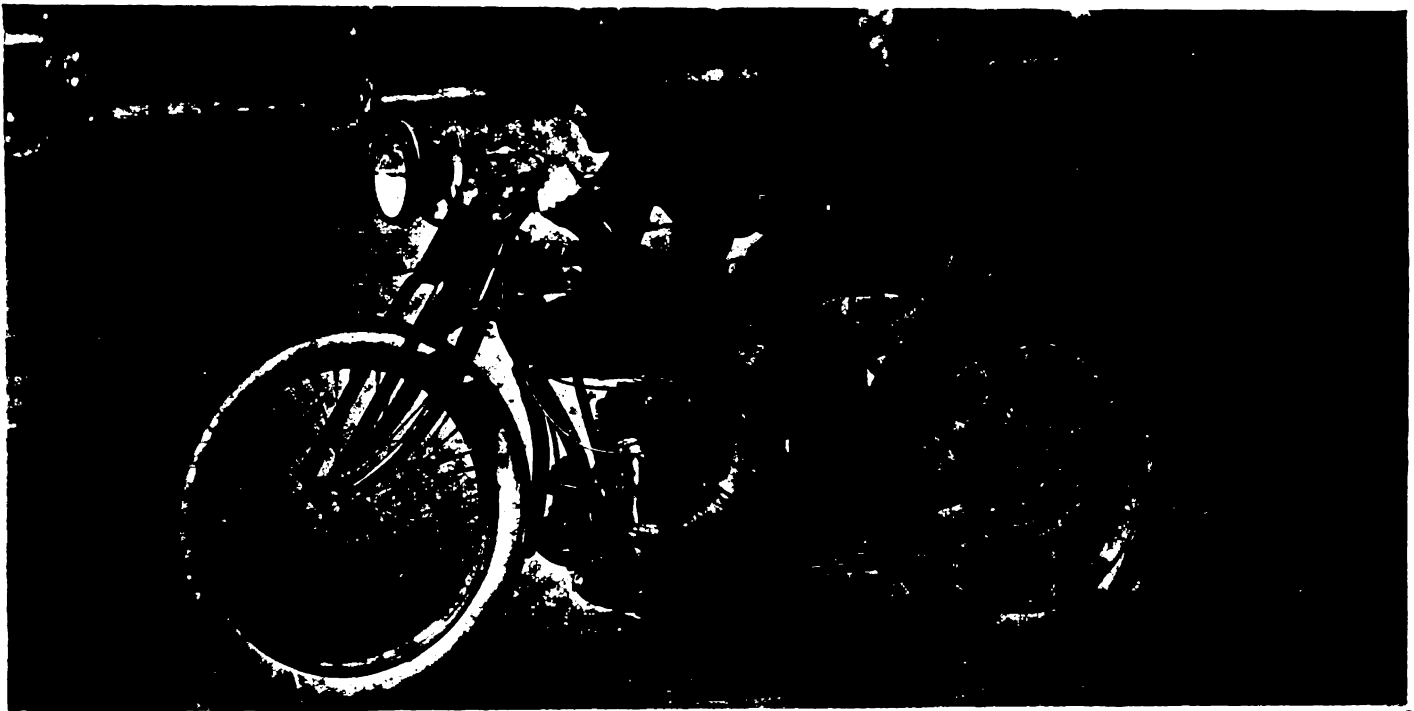
Tennant Lee and Mrs. Lee were busy as bees, taking a hand in everything. To them belongs credit for most of the preliminary propaganda work in organizing the tour and carrying it to a successful culmination.

Tommy Butler, Dave Crommie, Rich Budelier, C. A. Lewis and Carl Oberg, were others who share in the credit for making Pismo the success that it was.

Monday evening was marked by an Indian dealers' conference presided over by T. C. Butler at which 14 Hendee retailers were present. The business session opened at 5 p. m., in a private dining room and continued until 8:30, dinner being served during an intermission. A. Freed gave a forceful talk on salesmanship while Earle Armstrong made a hit in his remarks on service as it should be.



The "big smoke," Hall Ware, colored motorcycle champion of Atlanta, Ga., surrounded by a bunch of smaller "smokes" At the right the finish



HENDERSON RECORDS

"MEAN SOMETHING"

**BENNETT'S RECORDS WERE MADE WITH EXACTLY
THE SAME KIND OF MACHINE YOU BUY**

Most motorcycle records on the books have been made with special, and in many cases freak racing machines unsuitable for anything but comparatively short-distance track contests. Most riders nowadays know that these freak performances, however interesting, give no real indication of what strictly stock machines of the same brand can do.

Bennett's Henderson De Luxe Model was strictly stock in every particular, so its performance is a reliable index of what any alloy piston Henderson can do. From start to finish, Bennett relied entirely upon the regular Henderson pressure feed lubrication system which forces oil directly into all bearings. No single feature of Bennett's machine was special.

Excelsior Motor Mfg. & Supply Company
3701 Cortland Street, Chicago, Ill.

Henderson—the 24-Hour, 1,000-Mile and Transcontinental Champion

ON THE BELL LAP

Live Comment on Current Cycle Happenings

By Walter A. Bardgett

NEXT Sunday, June 18, the Acme Wheelmen will hold the club's annual classic over the Grand Concourse. The start is scheduled for 9:30 in the morning, and the club's officials say that it will be 9:30. The riders who plan to ride the race—and 169 have entered—had better get on the job early.

* * *

There is promised a hot battle between the motor-paced riders this season. Up to June 10 Vincent Madonna had 36 points, three more than Jules Miquel, the Frenchman. Clarence Carman, 28 points; Victor Linart, 26, and Paced Champion George Chapman, 25, is the order of the next three. Worth Mitten, the Davenport, who is making a "come-back," is in the "kollum" with one point. Don't get discouraged, Mitt, you know that great oaks from little acorns grow. That lone point may grow to healthy proportions.

* * *

Alois Degraeve, the Belgian pro., still leads for the title race for 1922 in that country. Three races have been run so far and he has won all three of them. In the third race, contested May 28, Degraeve beat Joe Van Bever, Jean Louis and Jules Dhossche. The standing after the third race is as follows: Alois Degraeve, professional, 67 points; Joe Van Bever, professional, 51; Jules Dhossche, professional, 37; Jean Louis, professional, 31; Alfred Debonne, independent, 25; Emile Otto and Pierre Rielens, professional, 19; Henry George, amateur, 12.

* * *

Dudley H. Marks, famed in the earlier days of cycling as a manager of Tom Linton, Jimmy Michael and many other cyclists of fame, died at Providence, R. I., last Saturday after a short illness. Dudley made fame on the Continent before coming to this country and was prominent in the earlier days of paced racing in this country in the days when the pacing was done with tandems, triplets, quads, quintets and sextets. Of late years he has been interested in the automobile field and was a clerk of the course at the Providence Cycledrome at the time of his death. Funeral services were held Monday at his late home in Providence.

* * *

It may be a little too early to write any predictions on the ultimate results in the professional sprint championship for this year, but if the first event of the first series, the quarter-mile race, can be taken as a criterion it looks very much as though the battle would be between Arthur and Willie Spencer. Willie won with Arthur in second place. Ray Eaton beat out Frank Kramer for third place. The standing after the second race reads: Willie Spencer, 5 points; Arthur Spencer, 3 points; Ray Eaton, 2 points; Frank L. Kramer, 1 point. There will probably be many upsets in the titular battle before the windup. There have been upsets in the past and this year will probably be no exception to the rule.

* * *

Brask Andersen, the Dane, who won the amateur sprint championship of the world at Copenhagen last year, arrived in this

country on the White Star Line steamer *Homer* on Wednesday, June 7, and started his first paced race at the New York Velodrome on Saturday night, June 10. He had not been on a bicycle in three weeks until Saturday, and it is doubtful whether he ever rode on a track at night, but he made a very favorable impression, winning the race against Jackie Clark, Willie Appelhans and George Colombatto. The Dane was unsteady at first, but settled down later in the race and rode very well. He is sure to make good at the paced game, but after his first successful American race he was certainly tossed in among a bunch of lions when he met Vincent Madonna, George Chapman and Victor Linart at the New York track on Tuesday, June 13.

* * *

While calling upon and successfully selling some tires to Joe Judge, who runs a flivver emporium in Spring Valley, N. Y., William "Speck" Neville, who finished "in the money" in one of the early Irvington-Millburn road races, suggested that the old time riders should form a Reminiscent Club. Joe thought so much of the idea that he brought it down to the New York Velodrome for consideration. At the New York track Joe started the club going by taking in Charlie Ertz, an old-time amateur champion; Ritchie, the trick cyclist; Danny Sullivan, New York; Johnny Lake, a former amateur star; Jack Neville, who once finished third in a 2:10 class race at Washington (they had to have three entries or the race would have been called off, so Jack started), and a few more as charter members. Judge said he would declare the first few in as charter members free of charge, but that late applicants would have to pay an initiation fee of a bottle of Scotch. It will be a case of getting acquainted with a B. L. to join this club.



Fred Keefe, the Tasmanian, who is doing a "come-back" and is winning in his home-land

Fred T. Keefe, the Tasmanian cyclist, writes that his return to the cycling game in his home land has been marked with considerable success. Following his accident a few years ago Keefe retired from cycle racing, but when he was at the Newark Velodrome last Fall he announced his intention to start racing again. He sends the results of some races held at Launceston, Tasmania, late in April. Keefe won two races on the program, the one-mile open and the five-mile open. In the one-mile race he beat W. S. Miller and J. McKerron and in the five-mile J. Westcombe was second and L. Gregory third. Keefe has had quite a career in the cycling game. He rode his first race in 1903 and rode until the World War. He "came back" by starting with a ride from Launceston to Hobart, Tasmania, and return, a distance of 240 miles, unpaced, in 16 hours, 59 minutes and 55 seconds. Christmas time he won the Latrobe wheel race and finished third in the handicap. In addition he has won numerous places at other meetings held in Tasmania, New Zealand and Australia. Back in 1911 Keefe made unpaced records at Los Angeles for 25 to 100 miles and they still stand.

* * *

There was a terrible storm that hit this part of the country last Sunday. After the races at the Newark Velodrome that day another storm hit four star bicycle riders. In the ten-mile open that day Alfred Grenda won from Alfred Goulet and a few others that managed to survive the pace. Alfred Goulet and Reggie McNamara battled for Grenda's wheel, with Mac getting the position after some strenuous rough work. After the race was finished the seven that survived were called off in the order of their finish over the tape, that order being: Grenda, Goulet, Cecil Walker, Thomas, McNamara, Lands and McBeath. No mention was made as to disqualification for teaming, but teaming was apparent to every one; but McNamara, the announcer said, was taxed \$25 for rough riding. Mac got \$15 for fifth money, so he would be out only ten megas on the race. The storm broke in the office when Manager Chapman announced that Grenda, McNamara, Cecil Walker and McBeath had been working together for some time, and that if the referee would not break up their combinations he would; and he told Richard Kelsey, chairman of the Board of Control of the National Cycling Association, who also arranges the programs for the meet, to leave the quartet off the program for two weeks. That will also mean that the four will be unable to race at the New York Velodrome as well. Now that a start has been made let the N. C. A. and the Cycle Racing Association and the referees make a good job of it and get the others that are teaming and also put a stop to the rough work. Some of the riders are getting so that life and limb—to the other riders—mean nothing to them. They have got away with it so long that they begin to think that they are immune from official action. That some riders resort to rough tactics to win bicycle races there is no doubt. They should be tamed, and the sooner the taming process is put into action the better it will be for cycling.

St. Onge Resumes Tour *at* Columbus

First Cycling Demonstration Held in Ohio City in Years a Big Success



Some of the girls in Columbus parade. Mary Louise Davis in the foreground

THE first social ride ever held at Columbus with the aid of Fred St. Onge of the C. T. A., brought out over 2,000 spectators to Franklin Park to witness the finish of the social ride and decorated wheel parade. From 6:30 A. M. until 3 P. M. two of the city police officers patrolled over 450 feet of space in front of the State Capitol to keep clear the roadway for the reception of the young cycle riders of the city. Over 50 young lady riders participated in the event together with over 350 male riders, whose ages ranged from 6 years to 72 years.

A meeting of dealers was held at the store of P. I. Haynes & Co. on Monday evening soon after the arrival of Fred from the East, where he has been having his molars fixed up. P. I. Haynes & Co.,



Lined up for the St. Onge parade at Columbus, Ohio

L. P. Birkenbach Co., Sykes Beebe Co., Columbus Cycle Co., Excelsior Cycle Co., E. B. Gorrell, A. B. Gosnell, Pesse Sides,

official means of transportation and he was greeted with cheers by the kids.

J. E. Gansen, 87 East Gates Ave., 72 years of age, told the gathering he had been riding ever since the advent of the bone shaker, when one could be hired in a rink, and declared the bicycle gave him more satisfaction than anything on wheels.

St. Onge is in Dayton this week, with Indianapolis to follow and then on to Chicago.

OFF FOR RECORD TRIP

CLARENCE WAGNER, of Terre Haute, Ind., will start today for the Coast-to-Coast record trip on his Pierce bicycle. Wagner, who is known as "Crazy Horse" down Indiana way, is out to beat Bob Lawson's mark of 35 days.

His route will carry him through Newark, N. J.; Pennsylvania, West Virginia, Ohio, Indiana, Illinois and down through the Southwest. His mount is fitted with Goodrich tires, Persons saddle, New Departure hubs and Kelly bars.



Awarding the prizes at Columbus

MADONNA WINS AT N. Y.

VINCENT MADONNA, the Providence Italian, captured the 30-mile Derby at the New York Velodrome on Tuesday, June 13, the Italian winning from Victor Linart, world's champion; American Paced Champion George Chapman, who had considerable tire trouble, and Brask Andersen, the Dane, who was also a victim of tire trouble. The time was 43:05 1/5. Linart got off first, but was soon passed by Madonna, who was never headed.

Francesco Verri, the Italian sprinter, won a match race in two straight heats from Jake Magin, the Newarker. The five-mile open, which was paced by five riders, proved to be a good race with Willie Spencer winning from Ray Eaton, Willie Hanley and Clif Papworth.

Gus Lang and Alfons Verraes accounted for the two-mile tandem open from Fred Hill and Charley Osterritter, Peter Drobach and Tom Bello and Fred Taylor and Harry Horan, while Anthony Young, 50 yards, was the best of the two-mile handicap field.

Willie Grimm, the Newarker, won the two-mile for Class A amateurs and after the race was finished, was knocked off his bicycle by Fred Spencer, the Plainfield amateur, who ran second. Spencer was roundly hissed for his act and lost a lot of friends and a good share of his popularity. Earl Adams accounted for the amateur handicap at two-third-mile, while Louis Hiban won the race for New Yorkers. Summaries:

Half-Mile Novice—Won by Charles Winter; second, Phillip Eller. Time, 1:06.

Two-Third-Mile Handicap, Amateur—Won by Earl Adams, 35 yards; second, Fred Spencer, scratch; third, Willie Grimm, scratch; fourth, Elmer Bundt, 35 yards. Time, 1:16 2-5.

Two-Mile, Class A, Amateur—Won by Willie Grimm; second, Fred Spencer; third, Burton Fenn; fourth, Elmer Bundt. Time, 4:15 4-5.

One-Mile for New York Riders—Won by Louis Hiban; second, Felix Patti; third, E. C. Bendi; fourth, Paul Ottofaro. Time, 2:06.

Two-Mile Handicap, Professional—Won by Anthony Young, 50 yards; second, Gus Lang, 60 yards; third, Peter Drobach, 110 yards; fourth, David Landsm, 70 yards. Time, 3:43 2-5.

Two-Mile Tandem—Won by Gus Lang and Alfons Verraes; second, Fred Hill and Charles Osterritter; third, Peter Drobach and Tom Bello; fourth, Fred Taylor and Harry Horan. Time, 3:58 3-5.

Five-Mile Open—Won by Willie Spencer; second, Ray Eaton; third, Willie Hanley; fourth, Clif Papworth. Time, 10:20.

VERKEYN FINISHES FIRST

CHARLES VERKEYN, of Belgium, finished first in the 35-mile motor-paced race at the New Bedford, Mass., Cycledrome on Monday night, June 12. Frank Corry, Australia, was second, and Vincent Madonna, Providence, was third. Madonna started in third place, jumped

Corry in the first mile and trailed Verkeyn until the 17th mile, when Corry gave him a battle. The Italian "blew," then fired his pacemaker, Antonucci, and, after falling behind nine laps, hooked on behind Ruden. He was never in the race after that, however, and after cracking again, left the track, the crowd handing him a hearty "razz."

A neat bit of teaming up enabled Vincent Markey to win the five-mile open professional race. Louis Gilson, who took a tumble at the start, got back in the race and won second place. Fitzsimmons, Reeber and Villa took the rest of the money. Joe Reeber captured the half-mile pro handicap, with Fitzsimmons second and Gilson third. Montecalvo was badly shaken up in a collision with Norantonio and had to be carried to the dressing room. Norantonio was uninjured. Albert Crossley cleaned up in the amateur repeschage and three-mile events. Frank Frazzini and Leonard Harten of Providence also placed.

MADONNA TAKES THE LEAD

VINCENT MADONNA, the Providence Italian, has assumed the lead in the table of winnings in the motor-paced division. Madonna has won four races, four seconds and two thirds. He has scored 36 points, three more than Jules Miquel, the Frenchman, who has three firsts and six seconds to his credit. Clarence Carman, Victor Linart and George Chapman are next in order. The standing of the riders up to and including Saturday, June 10, is as follows:

Rider.	1st.	2d.	3d.	4th.	Pts.
Vincent Madonna.....	4	4	2	0	36
Jules Miquel.....	3	6	0	0	33
Clarence Carman.....	4	1	2	1	28
Victor Linart*.....	2½	2	3	0	26
George Chapman.....	3	2	2	0	25
Frank Corry*.....	3½	1	0	0	22
George Wiley.....	1	2	5	0	21
Charles Verkeyn.....	1	0	3	0	11
Frank Keenan.....	0	1	2	2	9
Jackie Clark.....	0	2	1	0	8
George Colombatto.....	1	0	0	2	7
Brask Andersen.....	1	0	0	0	5
Willie Appelhans.....	0	1	1	0	5
Vincent Markey.....	0	1	0	0	3
Percy Lawrence.....	0	0	1	0	2
Worth Mitten.....	0	0	0	1	1
Points: First, 5; second, 3; third, 2; fourth, 1.					

*Corry and Linart rode to a tie at New Bedford, May 29. Points for first and second (8) were divided between them.

OAKLAND HAS NEW DEALER

Oakland, Cal.—This city has a new bicycle dealer in E. C. Harrell, who bought out the business of Ivor Olsson, of 1730 Telegraph avenue, Oakland. Mr. Harrell, who is very well known to the trade, has been for the past fourteen years with the Pacific Motor Supply Co., San Francisco. He will handle Excelsior, Ivor Johnson, Indian and Star bicycles. Mr. Harrell will also do motorcycle repair work and will deal in used motorcycles of all makes. The business was opened under the new management on June 1.

RAIN CAUSES POSTPONEMENT

RAIN interfered with the running of the Friday night, June 9, races at the New York Velodrome, so the management carried the meet over until the following evening. The entire card with the exception of the paced race was run. On account of George Wiley and Jules Miquel being booked at Revere Beach Cycle Track for Saturday night they were unable to stay over.

Brask Andersen, the Dane who won the world's amateur sprint championship at Copenhagen last year, made his debut in the paced game in this country and he made a very favorable impression. The Dane was opposed by Jackie Clark, the former "Rocket," Willie Appelhans, the German, and George Colombatto, the Italian, and the Dane won with Clark second and Appelhans in third position. George Colombatto went "loco" at the start because he complained that his pacing machine was not right. The Italian got off the track and lost many laps, so many that when he got back of a new pacemaker he could not regain his lost ground and had to be content with fourth. After the races it was announced that the referee had fined Colombatto \$50 for his action. The time of the race was 44:29 3/5.

Arthur Spencer and Orlando Piani met in a match and Arthur Spencer was declared the winner after Piani, who had won the first and third heats, was disqualified for running outside of the second black line while in the lead in the third heat. A second match saw Hans Ohrt, the San Francisco "white hope," defeat Bobby Walthour, Jr., this marking the first defeat that Walthour has met in match races since turning professional. Hans won by taking the first and third heats.

Alfred Grenda and Alfred Goulet provided the professional sprint honors, Goulet taking the two-mile handicap and Grenda the five-mile open. Cecil Walker gathered in first money in the miss-and-out, the M. & O. Stakes going 2 5/6 miles. Louie Benezatti, Willie Grimm and E. C. Bendi won the amateur races. Summaries:

Half-Mile Handicap, Amateur—Won by E. C. Bendi, 40 yards; second, Earl Adams, 40 yards; third, John Conover, 70 yards; fourth, Joe Palmier, 50 yards. Time, 1:04 1-5.

One-Mile, New York Riders Only, Amateur—Won by Louis Benezatti; second, E. C. Bendi; third, Anthony Benezatti; fourth, Paul Ottofaro. Time, 2:07 4-5.

Two-Mile Open, Amateur—Won by Willie Grimm; second, Elmer Bundt; third, Paul Ottofaro; fourth, Willie Beck. Time, 4:20 4-5.

Miss-and-Out, Professional—Won by Cecil Walker; second, Jake Magin; third, Lloyd Thomas; fourth, Willie Hanley. Time, 5:47. Distance, 25-6 miles.

Two-Mile Handicap, Professional—Won by Alfred Goulet, scratch; second, Fred Hill, 80 yards; third, Clif Papworth, 70 yards; fourth, Peter Drobach, 70 yards. Time, 3:47 1-5.

Five-Mile Open, Professional—Won by Alfred Grenda; second, Aleck McBeath; third, Alfred Goulet; fourth, Fred Hill; fifth, Cecil Walker. Time, 10:04.

BUSY AT CEDAR RAPIDS

Cedar Rapids, Ia.—George A. Sayers, motorcycle and bicycle dealer here, reports business as on the increase. Most of the factories have resumed work.



Bicycles parked at McKinley High School at Columbus, O.

Kramer and Goulet the Winners

CHAMPION FRANK L. KRAMER and Alfred Goulet won the feature match at the Newark Velodrome last Sunday. The Americans defeated Orlando Piani, the Italian, and his countryman, Francesco Verri, the latter making his first start on this trip, and Frank and Alfred won in two straight heats.

Goulet was the motive power for the Kramer-Goulet combination. In the first heat Goulet gave Kramer a great pull and the latter came out at the proper time to ward off Piani's efforts, Frank winning handily and getting a great hand for his ride. In the second heat Goulet was in front two laps from home with Kramer nestling in back of him. Verri raced the pair and on the back stretch swung up for Piani to go, but there was no kick to Piani and Kramer went on and won as he pleased himself.

Willie Spencer and Ray Eaton, the great rivals, met in a single match and after two heats had been run the score keepers marked fini after the race, with Willie Spencer gathering in the glory. Eaton appeared tired and did not have the snap that he has shown. Spencer took Eaton the last lap in the first heat and Ray could not come out on him, Eaton being forced to trail Willie across the line. In the second heat Ray got by Willie at the bell, but Spencer came strong and just nipped him at the tape.

Team work has been apparent in the professional races for some moons, but it became real desperate in the ten-mile open for that division. Goulet and McNamara got to arguing over the position back of Grenda in the ten-mile of Sunday. It was apparent to the fans that Goulet was entitled to the position, but Mac roughed Goulet and the latter gave way. At sprinting time Goulet went around McBeath and McNamara and raced Grenda to the tape, Grenda getting the verdict by a half-length. After the race the referee fined McNamara \$25 for rough riding. It was announced after the races that Alfred Grenda, Reggie McNamara, Cecil Walker and Aleck McBeath were "banished" for two weeks for their team work.

The two-mile tandem race proved to be a good one and while Gus Lang and Alfons Verraes won the race, which was about as good a tandem race seen in some time, but the fact that Fred Hill landed second along with Charley Osterritter, who was his riding mate, was the big hit. Jake Magin and Willie Hanley hit the ball for third money and the A. E. F. champions, Harry Horan and Fred Taylor, took down fourth money.

Elmer Bundt, the Buffalo lad, captured the amateur handicap from the 30-yards

mark, Elmer anklng home in front of E. C. Bendi, the U. S. I. rider, and Fred Spencer, the Plainfielder. Fred Spencer captured the mile race for Class A "Simons," and Roy Mobeck, the Windy City amateur, took the Class B race. Joe Kopsky sent Orlando Conditti to the post in the novice and Orlando copped first place. Summaries:

Half-Mile Novice—Won by Orlando Conditti; second, Jack Davis. Time, 1:19 3-5.

Two-Third-Mile Handicap, Amateur—Won by Elmer Bundt, 30 yards; second, E. C. Bendi, 40 yards; third, Fred Spencer, scratch; fourth, Willie Grimm, scratch. Time, 1:20 3-5.

One-Mile Class B, Amateur—Won by Roy Mobeck; second, Michael Dolan; third, Fred Kramer; fourth, Russell Lange. Time, 2:07 2-5.

One-Mile Class A, Amateur—Won by Fred Spencer; second, Willie Grimm; third, Frank Bartoll; fourth, Elmer Bundt. Time, 1:57 4-5.

Ten-Mile Open, Professional—Won by Alfred Grenda; second, Alfred Goulet; third, Cecil Walker; fourth, Lloyd Thomas. Time, 19:54 2-5.

Half-Mile Handicap, Professional—Won by Reggie McNamara, scratch; second, Eddie Madden, 15 yards; third, Willie Hanley, 15 yards; fourth, Harry Kaiser, 10 yards. Time, 54 1-5 seconds.

Two-Mile Tandem, Open, Professional—Won by Gus Lang and Alfons Verraes; second, Fred Hill and Charley Osterritter; third, Willie Hanley and Jake Magin; fourth, Harry Horan and Fred Taylor. Time, 4:07 3-5.

DUDLEY MARKS IS DEAD

DUDLEY MARKS, clerk, of course, at the Providence Cycledrome, died at Providence on Saturday, June 10, after a brief illness. He officiated at the meet on June 2. He was born in England 51 years ago, and came here 20 years ago. His interest in bicycling developed during his appren-

ticeship in the mechanical engineering field. He was credited with having introduced the six-day bicycle race, and followed the sport which he inaugurated by attending every big race held in the country.

With the entry of motor-paced races into the field, he was active in promoting this feature. Manager of famous riders, such as Tom Linton, Jimmy Michaels, Major Taylor, he travelled on the Continent and in the British Isles. During his last few years he was connected with the Buick Auto agency. He is survived by his widow and two children.

HOLD COMMUNITY MEET

FINE community spirit was seen in neighborhood sports which were conducted on Aylmer avenue, Ottawa South, Ontario, on Saturday, June 10, for bicycle riders of all ages, dozens of enthusiasts taking part in the events. The program consisted of a bicycle road handicap, bicycle slow races and foot events. The results:

Bicycle Slow Race—First, Stan. Brouse; second, Lloyd Warner; third, Tom Findley.

Quarter-Mile Bicycle—First, S. Brouse; second, Bob Lawson; third, Herb. Morgan.

Men's Slow Bicycle Race—First, W. Gladish; second, Herb. Howe; third, W. Massiah.

Secret Time Race, One Mile—Won by Wilfrid Brouse. (Time for the mile was fixed at five minutes by officials and winner came closest to this time.)

Girls' Bicycle Race—First, Catherine Dalton; second, Olive Dalton.

Handicap Road Race—First, W. Brouse, 30 secs.; second, Lloyd Warner, 30 secs.; third, Stan. Brouse, scr.; fourth, Herb. Morgan, scr.; fifth, Tom Findley, scr. Distance, 2 miles.



How Howard Freeman, the cartoonist, pictured the "banishment" of Grenda, McNamara, McBeath and Cecil Walker after the ten-mile open last Sunday at the Newark Velodrome. Reproduced through courtesy of the Newark Evening News

GOOD CROWD AT WORCESTER

WORCESTER, Mass.—A crowd of 5,000 turned out for the races at the Worcester track, Thursday night, June 8. The big gathering saw Clarence Carman, riding in his flashiest form, easily defeat J. Lucien Miquel and George Wiley in a 25-mile motor-paced go. Carman held the lead for the entire distance. His time was 36:02. Miquel was almost a lap behind at the finish, while Wiley, who lost his pace while sprinting early in the tussle, finished nearly four laps in the rear.

The 20-mile team race for professional riders was a novel event, conducted for the first time this season. There were nine two-men teams. Under the rules of the race, points were scored by the first four riders at the end of every two miles, double points at the end of the race.

The sensational riding was furnished by Willie Kellar of Newark and Frank Cavanagh, the Irish giant, who rode in different relays for the most part. But they didn't share first honors. Ralph Spiers, of Revere, and Archie MacDonald, of Newton, turned a clever riding trick and won the race. They jumped the field when the race was half over and gained a lap. MacDonald tried it in the seventh mile. But his rivals watched him and picked him up again. After Kellar had won the twelfth mile sprint MacDonald went out again. This time he got a good bit on the field before he was noticed. Spiers quickly relieved him and then MacDonald relieved his partner. They stole the lap all right and to the end of the race they won first place in the four sprints. Tim Sullivan, of New Haven, and Frank Drobach, of Boston, also gained a lap on the field, but cooked themselves in doing it and lost it again.

Spiers and MacDonald won the race with 35 points. The contest was so close between the fast sprinters that two teams were tied. Frank Cavanagh and his riding partner, William Cupit, of Boston, scored 25 points, as did Willie Kellar and his partner, Fred Hurley, of Revere. James Cobert and Tom Grimm, the Newark team, were third with 10 points. The time was 52:41. Summaries:

One-Mile Handicap, Amateur—Won by George Milton, 110 yards; second, Sam Gow, 25 yards; third, Ted Johnson, 170 yards; fourth, William Magill, 120 yards. Time, 2:00 2-5.

Miss-and-Out, Amateur—Won by Walter Greenquist; second, Tom Logan; third, Sidney Mantell; fourth, Shep Richmond.

CHAPMAN WINS HOUR EVENT

Providence, R. I., June 9.—The one-hour race at the Cycledrome, Friday night, June 9, between George Chapman, Vincent Madonna and Victor Linart, ended at 42½ miles with the men finishing in the order named. Chapman, however, was two laps ahead of Madonna and two miles ahead of Linart. George literally walked away with the event. Madonna challenged him several times, but Chapman "walked" right away from him. In the final mile Chapman crept up so close to Madonna that he started a sprint and passed the Italian, who attempted to stave it off. He rode Madonna off his pace amid a howling mob. Linart changed bicycles twice during the race, and it was said after the race that he was sick. Perhaps he was, the weather here during the day being terrific, and Linart not fully acclimated to Rhode Island heat.

The professional class made its debut in the first five-mile open Manager Turville has ever put on. They showed remarkable showmanship and this distance will be a regular feature from now on. Thomas Fitzsimmons, of Newark, won the event. Summaries:

One-Mile Open, Amateur—Won by Peter Coloumbue; second, Fred Jarvis; third, Albert Crossley, Jr.; fourth, Clarence Elmsstrom. Time, 2:13 4-5.

Two-Mile Handicap, Amateur—Won by Fred Jarvis, 15 yards; second, Albert Crossley, Jr., scratch; third, R. Goddu, 75 yards; fourth, C. Proccini, 65 yards. Time, 4:14 1-5.

Half-Mile Handicap, Professional—Won by Willie Upton, 45 yards; second, G. Proccini, 35 yards; third, Joseph Reeber, 30 yards; fourth, Archie Villa, 65 yards; fifth, Thomas Fitzsimmons, scratch. Time, 59 1-5 seconds.

Five-Mile Open, Professional—Won by Thomas Fitzsimmons; second, Louis Gilson; third, Frank Depanni; fourth, Vincent Markey; fifth, Willie Upton. Time, 11:25 1-5.

One-Hour Motor-Paced, Professional—Won by George Chapman, Newark; second, Vincent Madonna, Providence; third, Victor Linart, Belgium. Distance, 42 miles.

VERKEYN TAKES FIRST RACE

New Bedford, Mass.—Charles Verkeyn won his first race of the season at the local track on Thursday night, June 8, the Belgian beating Vincent Markey, Passaic; Frank Keenan, Revere, and Worth Mitten, the Davenport lad, in that order in a 20-mile race in 29:22 2/5.

Albert Crossley, Jr., the local start, won a match race from Leo Maggoli, the Revere rider, Crossley taking the event in two straight heats. The first heat was a sprint and the second a pursuit race, Crossley catching his man in 1 6/7 miles. Summaries:

Three-Lap (3-7 mile) Handicap, Amateur—Won by William Coe, 90 yards; second, William White, 45 yards; third, Charles Cavanagh, 85 yards; fourth, Gene Duffley, 60 yards. Time, 50 1-5 seconds.

Five-Lap (5-7 mile) Handicap, Professional—Won by Willie Upton, 65 yards; second, Rudolph Blomstrom, 40 yards; third, Tommy Fitzsimmons, scratch; fourth, G. Proccini, 75 yards. Time, 1:21.

Miss-and-Out, Amateur—Won by A. Belanger; second, William Coe; third, George Duffley; fourth, Tom Hoey. Time, 1:11 4-5.

Three-Mile Lap Race, Amateur—Won by Albert Crossley; second, Manuel Nunes; third, Frank Frazzini; fourth, tie between Romeo Goddu and L. S. Harten. Time, 6:30 4-5.

Ten-Mile Team Race, Professional—Tie between Tommy Fitzsimmons and A. Petalano and Louis Gilson and G. Proccini; second, tie between Frank Depanni and Willie Upton and Michael DeOrto and L. Marcella. Time, 24:09.

TOO COLD AT WORCESTER

Worcester, Mass.—Cold weather caused Manager Pat Logan to call off his races on Monday, June 12. The meet was put over to June 15.



Percy Lawrence, the San Franciscan, who returns to the paced game after being incapacitated for two weeks through accident

CORY WINS AT PHILLY

PHILADELPHIA, Pa.—Frank Corry pedaled his way to victory in the opening of the bicycle season in Philadelphia at the Velodrome, Point Breeze Park, Thursday night, June 8, by winning the Philadelphia Sweepstakes, a 30-mile motor-paced grind, in 43 minutes and 16 4/5 seconds. The Antipodean was paced by Eddie Root, the New York pilot.

Corry pushed into the lead on the fifth lap of the fifth mile and was never headed, riding a beautiful race without ever losing his place. Several times Frank was challenged by Vincenzo Madonna, the Italian title-holder, who came in second behind Johnny Schlee, but the Australian always managed to stay out in front.

The six thousand fans who turned out for the 1922 inaugural were treated to a great thrill on the fifteenth mile when Norman Anderson's motor, riding in front of George Colombatto, another Italian entry, took fire. Anderson managed to get his machine off the track after riding around the pine boarded bowl for half a lap without any serious mishap.

At the time Colombatto was riding in second place, but because of the accident he lost four miles. Later, on the twenty-third mile, after Anderson had mounted another motor, he had trouble with his machine and Colombatto was finally forced to retire from the race.

Jackie Clark, making his first appearance in Philadelphia, came in for third place, being paced by Jimmy Hunter, of Philadelphia. Making his professional debut in Philadelphia, Bobby Walthour, Jr., amateur champion of America in 1921, defeated Tom Bello, of Italy, in two straight heats of a one mile match race. The youthful Southerner beat the more experienced Italian by two lengths in the first heat. The last lap of this heat, a sixth of a mile, was sprinted in 17 seconds flat. Summaries:

Two-Third-Mile Handicap, Amateur—Won by Henry Bruhn, 10 yards; second, Bill Rauchelsen, 15 yards; third, Charles Bowers, 70 yards; fourth, Nelson Miller, 30 yards. Time, 1:25.

Two-Mile Open, Professional—Won by George Patterson; second, Frank Harris; third, Jake Smith; fourth, George Gergley.

WILEY BREAKS THE ICE

Revere, Mass.—George Wiley, the paced rider from Father Knickerbocker's town, finally broke the ice and won a race. The former Syracuse lad was in great form at the Revere Beach Cycle Track on Wednesday, June 7, and he finished in front in the 35-motor-paced race. Jules Miquel, the Frenchman, was substituted for Percy Lawrence, who was injured in the tandem race at the Newark Velodrome last Sunday, and the Frenchman ran second. Victor Linart, the Belgian and world's champion, finished in third position, Linart beating out Clarence Carman, the Long Islander, for the show position. The time for the 35 miles was 50:25 1-5.

Frank Cavanagh, the Irish champion, was the best in the five-mile open, Frank taking the measure of Willie Kellar and the other pro. riders. James Cobert won the handicap. Summaries:

Half-Mile Handicap, Amateur—Won by Fred Hansen, 95 yards; second, W. H. Robertson, 95 yards; third, Frank Logan, 55 yards; fourth, Joe Sumack, 115 yards. Time, 53 2-5 seconds.

Three-Mile Open, Amateur—Won by Leo Maggoli; second, Bert Carmody; third, John Gallo; fourth, Frank Logan. Time, 7:04 1-5.

Two-Third-Mile Handicap, Professional—Won by James Cobert, 15 yards; second, Willie Kellar, scratch; third, Ralph Spiers, 30 yards; fourth, Walter McKenzie, 140 yards. Time, 1:14 1-5.

Five-Mile Open, Professional—Won by Frank Cavanagh; second, Willie Kellar; third, Ralph Spiers; fourth, Archie McDonald. Time, 115:58 2-5.

SPENCER CLAN IN LINE

THE Spencer family was in the limelight at the Newark Velodrome last Wednesday night, June 7, when Willie and Arthur raced it out in the quarter-mile national championship race for the professionals, Willie getting the verdict over his brother, and Fred Spencer, the Plainfield "Simon," won the Class A invitation race at a mile and with Joe Palmier, the Coast rider, won a match against Earl Thompson, of Los Angeles, and Willie Grimm, the Newarker.

The heats in the championship resulted in wins for the following: Frank Kramer over Jake Magin, Ray Eaton over Willie Hanley, Arthur Spencer over Aleck McBeach, Willie Spencer over Hans Ohrt, Cecil Walker over Orlando Piani, Alfred Grenda over Harry Kaiser, Alfred Goullet over Eddie Madden and Reggie McNamara over Bobby Walthour, Jr. Kaiser won his heat against Grenda, but was disqualified for switching.

In the first semi-final Kramer won from McNamara; Arthur Spencer beat Goullet in the second, Spencer winning handily; Ray Eaton took the third from Grenda, Eaton having an easy time, while Willie Spencer beat Cecil Walker in the fourth. Arthur Spencer won the first grand semi-final from Kramer, Spencer doing the last eighth in 12 flat. Eaton and Willie Spencer had a great struggle in the second grand semi. Eaton won the first attempt, but the referee ordered the heat run again because Eaton crowded Spencer. Spencer won in the re-run.

The final for first and second was between Willie and Arthur Spencer and brotherly love played quite a part. Arthur Spencer got up even with Willie in the sprint and had it been any other rider he would have crashed down on him, but he rode alongside of his brother, who came strong and held him off. Willie stepped the last eighth in 12 even. In the race for third and fourth Eaton beat Kramer. This leaves the standing as follows: Wil-

lie Spencer, 5 points; Arthur, 3; Eaton, 2; Kramer, 1.

The championship consolation went to McNamara, who beat Goullet, Grenda and Walker in that order. Grenda won the two-mile handicap from scratch in near-record time, "Slats" turning the two-mile from scratch in 3:40 as against the record of 3:38 1/5. Fred Taylor captured the miss-and-out race. Joe Tempo timed himself right in the amateur handicap and the Class B race and won both of them. Summaries:

Half-Mile Handicap, Amateur—Won by Joe Tempo, 70 yards; second, Elmer Bandt, 40 yards; third, Joe Reni, 60 yards; fourth, George Lucadema, 55 yards. Time 54 3-5.

One-Mile Class B, Amateur—Won by Joe Tempo; second, Lester Verhoek; third, William Hueber; fourth, Archie Ike. Time, 1:59.

One-Mile Class A, Amateur—Won by Fred Spencer; second, E. C. Bendi; third, Willie Beck; fourth, Joe Reni. Time, 1:59 3-5.

One-Mile Team Match, Amateur—Won by Fred Spencer and Joe Palmier; second, Willie Grimm and Earl Thompson. Spencer and Palmier won the first and second heats.

Miss-and-Out, Professional—Won by Fred Taylor; second, Willie Hanley; third, Aleck McBeach; fourth, Cliff Papworth. Time, 9:52. Distance, 4 5-6 miles.

Two-Mile Handicap, Professional—Won by Alfred Grenda, scratch; second, Jake Magin, 20 yards; third, David Lands, 70 yards; fourth, Alfred Goullet, scratch; fifth, Reggie McNamara, scratch. Time, 3:40.

PREPARE FOR TITLE EVENTS

THE bicycle clubs in Toronto are busily preparing for the national sprint championships which are to be held at Waterloo, Ontario, on July 1 under the auspices of the Canadian Wheelmen's Association.

The Allen Bicycle Club of Toronto has made good progress in special training activities and Coach Billy Deacon and Trainer Watson have picked a team of 14 riders to represent that club. These include: Barney Sparks, president; Lew Broderick, E. J. Tuck, J. J. Beetam, Fred Allen, Eddie Allen, J. Beeforth, J. Houting, Bill Moore, Joe Reubins, E. Kickwick, R. Gould, R. Bone and George Watson.

ANKLING IN EUROPE

PETE MOESKOPS, the world's champion, won a match race at Amsterdam, Holland, on May 25, Pete beating Jean Loius, the Belgian, and Willie Arend, the German champion, in three heats, Jean Louis finishing second each time.

The Grand Prize of Berlin was run on May 25 and Ernest Kaufmann won from Walter Rutt, Claus Van Nek and Eugene Stabe.

Ernest Ohrt, the San Franciscan, won two races at Padova, Italy, on May 28. Ohrt beat Gardellin and Peter in the sprint race and also won a pursuit race against the same men.

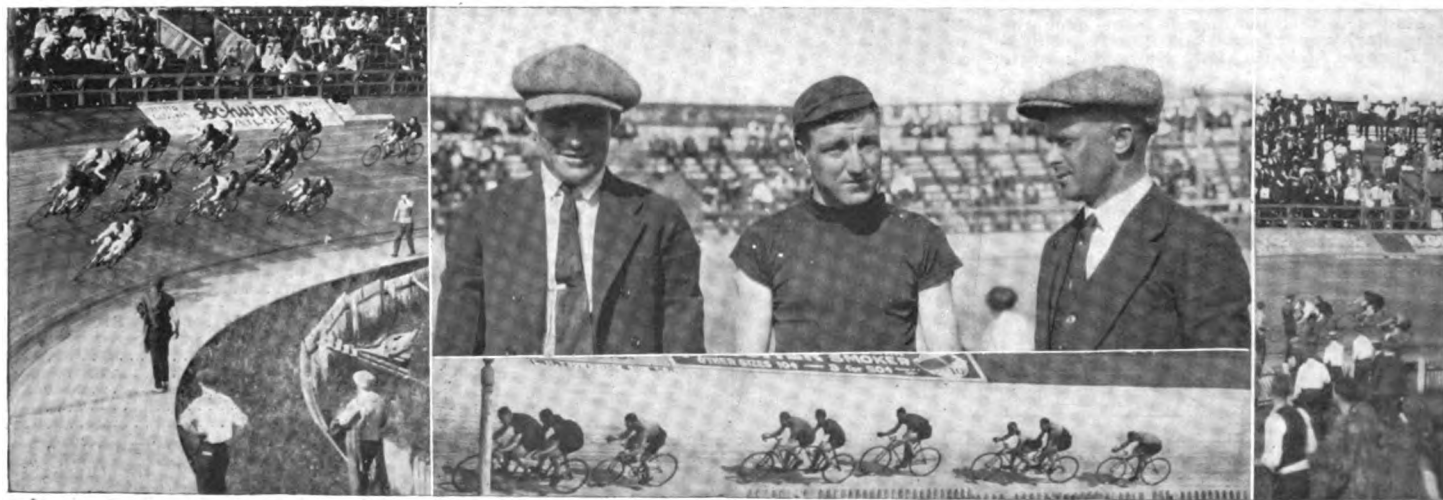
Gustave Ganay, the new paced star of France, accounted for the Albert Champion Prize, an 80-kilometer (49.7 miles) paced race, at the Velodrome Parc des Princes, Sunday, May 28. George Seres, France, was second, and Leon Vanderstuyft, Belgium, third. Marcel Godivier, France; Leon Didier, France; Paul Suter, Switzerland, and Fernand Larrue, France, was the order of the finish of the others. The time was 1:09:55 4/5.

Gabriel Poulain, the Frenchman, beat Peter Moeskops, Holland; Gerard Leene, Holland, and Willie Arend, Germany, in the feature sprint race at Amsterdam, May 28. Leene and Poulain won the tandem race from Arend and Moeskops.

Ernest Kaufman, Swiss, and Maurice Schilles, France, ran one-two in the Prize Tomaselli, the feature race that was named after the old Italian sprinter, at Milan, Italy, May 28.

FIT RADIO TO BICYCLES

Two young men caused quite a furore in Winnipeg, Manitoba, a few days ago by appearing on the busy downtown streets with a bicycle on which was mounted a radio receiving set. A concert was being broadcasted at the time by the Winnipeg Tribune and the owners of the outfit permitted many people in the big crowd that gathered to listen in.



At the Newark Velodrome. Left, the tandem teams swinging around the last turn on Sunday, June 4; upper center, three old pals, left to right, Percy Lawrence, Lloyd Thomas and Worth Mitten; lower center, Reggie McNamara leading Alfred Grenda and Alfred Goullet in the tandem-paced race on June 4; right, when Grenda passed Goullet in last lap of tandem-paced race

Activities Among the Amateur Cyclists and Clubs

ON A THREE-DAY CYCLE TRIP

WEST HOBOKEN, N. J.—Seven members of the Century Road Club of America enjoyed a three-day trip to the Delaware Water Gap, Sunday, May 28 to Decoration Day, May 30.

At the top of Weehawken Hill four of the members met at 7:30 a. m. Sunday, May 28, and journeyed up the Hudson County Boulevard to Kelly Hill, and down into Fairview, Ridgefield, Little Ferry and Hackensack, where three more of the members were waiting to join the party. No time was lost in getting started and they were soon on their way towards Arcola. They did not get very far when they met one of the fair sex making a bicycle trip to Saddle River; she rode along with us and her company was well enjoyed. They passed through Hokohus, Suffern, Tuxedo, Southfields, Slothsberg and into Monroe, where a stop was made for dinner at the regular Monroe stop, and enjoyed a big feed. After dinner the crowd rested and took a few pictures and soon the captain called time and we were off again for Goshen, taking the route over Slate Hill, which has a grade of about three miles long, making a short stop at the top as it is Casel High, one of the highest points around that section of the country. Getting started again they had down grade into Port Jervis, where they stopped to look the town over and decided to put up here for the night at the Y. M. C. A. After getting washed up and putting the bicycles away they had supper. After a rest they decided to turn in early for a night's rest, having covered 87 miles.

In the morning after breakfast they started at 8:30 a. m. and rode out about two miles where you can stand on a rock that touches New York, New Jersey and Pennsylvania. We were soon on our way over the State line into Pennsylvania, and on to Dingman's Ferry, Bushkill, where a stop was made at the falls and several pictures were taken and some time spent in looking around. After leaving here they went through Stroudsburg, and into the Delaware Water Gap. This was a parting place for Everard and Luely as they had to be back for Tuesday morning to be at the Coney Island Handicap in Brooklyn. Everard and Luely bid them good bye and was on their way, taking the route through Culvers Lake, Branchville, Augusta and Newton, where they stopped to get something to eat. After a short rest we were off again to Andoou, Cranberry Lake, Stanhope, Hopatcong, Dover, Denville, Parrippany, Caldwell, Bloomfield, Newark, Jersey City and the Hudson County Boulevard in West Hoboken, where we parted at 9 o'clock. The rest of the boys spent the afternoon in looking the Gap over.

Those who took the trip and bicycle they rode were as follows: E. Luely, Pierce; A. Everard, Aerts Special; A. Del Vichio, W. Galbrath, Iver Johnson's; E. Gerard, H. Stock, B. S. A.; H. Terhune, German Special. All used Parmer Armstrong Tires, and covered 268 miles for the three days with the expenses less than \$10 per man.

AICKELIN WINNER IN RACE

New York City.—The Bronx County Wheelmen staged a 12-mile bicycle race over the Pelham Parkway course last Sunday morning. Eugene Aickelin, 1921 New York State

sprint champion at one-half and one mile, scored a victory by defeating Fred Osterhammel in a great sprint at the finish.

William Stokes flashed home in front in the Tonjes Trophy race, defeating Fred Osterhammel, Al Blechert, Joe Kohn and Frank Fay in the order named. Stokes' time for the distance was 3:41 4-5. The summaries:

Twelve-Mile Race.—Won by Eugene Aickelin; Fred Osterhammel, second; Al Blechert, third; William Stokes, fourth. Time, 27:00.

Tonjes Trophy Race.—Won by William Stokes; Fred Osterhammel, second; Al Blechert, third; John Kohn, fourth; Frank Fay, fifth. Time, 3:41 4-5.

Finishing the long 8½ miles of the "cork" race, Sunday, June 11, with a sprint that had very little opposition, Eugene Aickelin, scratch, won from Adolph Blechert, 30 seconds, after a very grueling race, which was marred by a spill in which more than half the back markers went down, Joe Kohn getting much the worst of it, nevertheless showing his grit by beating Osterhammel and Stokes for fifth.

Al Guncher, one of the club's old timers, tried a "come back" and nearly succeeded with the assistance of Harry Tolg with two minutes handicap they held off the back markers till a mile from the finish. In the Pelham unpaced Osterhammel was best. Results:

"Cork" Race, 8½ Miles.—Won by Eugene Aickelin, scratch, 20:42; second, A. Blechert, 30 seconds, 21:12 4-5; third, Harry Tolg, 2:00, 22:45; fourth, Al Gunther, 2:00, 22:46; fifth, J. Kohn, scratch, 22:40; sixth, F. Osterhammel, scratch, 22:41; seventh, William Stokes, 30 seconds, 23:13.

Three-Mile Unpaced Pelham Trophy.—Won by F. Osterhammel, 7:59 1-5; second, Joe Kohn, 8:02 3-5; third, A. Blechert, 8:19 3-5; fourth, William Stokes, 8:20 2-5.

READY FOR ACME CLASSIC

New York City.—Final preparations have been made for the eleventh annual race to be conducted by the Acme Wheelmen of New York, on Sunday, June 18. The race will be started by the Hon. Wm. J. Flynn, Commissioner of Public Works, Bronx, at 163 street and the Grand Concourse. The center roadway will be closed for the cyclists, who will go north to Field Place, returning to the starting point, two laps completing the 10 miles.

The first prize will be a racing bicycle. The first time prize will be the same. To the first rider finishing from the Acme Wheelmen will also go a racing bicycle. One of the most valuable prize lists of the season will be offered to the competitors. There are silver cups, sets of dishes, watches and bicycle merchandise. The total value of the prizes is expected to reach the \$500 mark by the time the list is completed. Prizes will be offered for the out-of-town riders, entries being received from New York, New Jersey, Connecticut and Pennsylvania.

Among the stars who it is expected to break the record for the distance, are Joe Schaefer, of the promoting club; Anthony Beckman, the North Hudson Wheelmen's star, and Arthur Nieminsky, of the Unione Sportiva Italiana.

All riders registered with the Amateur Bicycle League of America are eligible to compete, the race starting promptly at 9:30 a. m. sharp.

OFF ON COAST TRIP

West Hoboken, N. J.—Three members of the Century Road Club of America left Sunday, June 4, for a bicycle trip from West Hoboken to San Francisco, Cal., they being Edward Perry, of North Bergen; Emil Luely, of West Hoboken, and Harry Miles, New York. Perry, who is the club champion, will attempt to break the coast-to-coast record on the return trip. On the way out time will be spent in looking the towns over and making checking places in different towns for the return trip. Perry, who has only been riding in open competition for the past three years, has made a name for himself, as he has showed well in competition riding all open races which have been promoted around the Eastern section. He beat Everard for the club title last year, he being the runner-up as there were eight other Class A men in the competition. Aside from this he won the club four-hour team race riding with J. Rawlins, and set an inter-city record from Jersey City to Philadelphia in unpaced riding.

Emil Luely, who is in his 68th year, a well known cyclist who has been riding close to 40 years, will be one of the party. He will act as a guide for Perry as he has been across a few times and has made several long trips. Harry Miles, who has just come into the club, is a good plugger and expects to be there at the finish. The riders will carry a letter from Mayor Hague, of Jersey City, to the mayor of San Francisco, and are expecting to take following route with towns through New Jersey, Pennsylvania, Indiana, Illinois, Nebraska, Wyoming, Utah, Nevada, and into California. Perry will ride a B. S. A. bicycle, Parmer Armstrong tires; Luely, Pierce bicycle, Palmer Armstrong tires, and Harry Miles, an Iver-Johnson.

C. R. C. A. HOLDS CLUB RACES

New York City.—Sunday, June 4, saw the Century Road Club Association hold the sixth of its annual series of club races over the Grand Concourse and Boulevard of the Bronx. Three races were contested, the five-mile handicap "cork" race, the one-mile Class "A" sprint and the three-mile Class "B" handicap.

The five-mile handicap "cork" race, which was a closely contested event, was won by Louis Grace, 45 seconds, in 13:38½ seconds. Fastest time was made by Bert C. Marquart, scratch, making the course in 12:54½ seconds and also making fourth place. The three-mile Class "B" handicap was won by John Viana and was closely followed by H. Heldmen and Chas. Garin, Jr.

The one-mile Class "A" sprint was won by Bert C. Marquart and second and third places went to Louis Grace and William Canfield. Twenty riders faced the starter. Summaries follows:

FIVE-MILE HANDICAP "CORK" RACE			
Pos.	Rider	Hdcp.	Time
1	Louis Grace	:45	13:38½
2	Wm. Canfield	1:30	14:23½
3	Joseph Burns	:45	13:38½
4	"Bert" C. Marquart	scr.	12:54½
5	John Viana	:45	13:40½
6	Harry Wagner	:30	13:25

THREE-MILE CLASS "B" HANDICAP			
Pos.	Rider	Hdcp.	Time
1	John Viana	scr.	8:50
2	Howard Heldmen	scr.	8:50½
3	Chas. Garin, Jr.	:45	9:35½
4	H. Goldstein	:45	9:36½

ONE-MILE CLASS "A" SPRINT			
Pos.	Rider		Time
1	Bert C. Marquart		3:22½
2	Louis Grace		3:22½
3	Wm. Canfield		3:22½
4	Jack Slivee		3:23
5	Harry Wagner		3:23½

BICYCLE PRIZES AWARDED

Visalia, Cal.—Winners in the three bicycle racing events, staged recently under the direction of Salmon & Wilson, dealers of Visalia, were as follows: Half-mile, Frank Schlimmer, first; Dean De Vall, second; one mile, Roy Reed, first; Roland Smith, second; seven miles, Roy Reed, first; Tim Coffey, second; Robert Smith, third.



Century Road Club Association members on one of the club's recent trips

NEW CAPTAIN CONDUCTS TOUR

New York City.—Harry Haller, who was recently elected captain of the New York division of the Century Road Club Association in place of Frank Fox, who resigned on account of ill health, conducted a pleasure trip to Pompton Lakes, N. J., Sunday, June 11, with 19 members participating. The party started from Columbus Circle at 8:45 a. m., going via Broadway to Riverside Drive, and on to the Dyckman street ferry and on to New Jersey. They had a strenuous climb up the Dyckman Hill to Englewood.

From Englewood they continued to Pompton Lakes via Hackensack and Paterson. As the roads were all concrete and few hills, good time was made, and Pompton Place was reached by 12 o'clock. After taking a sight-seeing trip around the lake the boys went in for a swim, and then had dinner. The return was made over the same route, starting at 3 o'clock. Although a strong headwind was blowing, very good time was made as it looked like rain.

On reaching Paterson they then started at a racing pace to beat the storm that was sure to come. After flying through Hackensack the riders were dashing over a long and steep hill, when the rain came. The riders then received their second bath of the day, before going 50 yards. They walked over the hill in the pouring rain and howling wind to a store where they had hot coffee and sandwiches and dried their clothes.

Harry Wagner and Lucien Wetzel had made a drive for a small railroad signal station at the bottom of the hill. During the storm the wind blew a large tree across the tracks about 300 yards beyond the signal station, blocking the trains coming from New York City. The flagman knowing that an express train was due shortly, hurried over beyond the fallen tree to signal the oncoming train of its danger. He left Wagner and Wetzel at his station to protect the crossing in his absence. They were kept busy at the danger gates which stopped traffic when trains passed, and the flagman stopped three trains from the city before the tracks could be cleared. The work of these three, Wagner, Wetzel and the flagman probably saved many people from serious accident. After the storm had subsided and the highway dried, the boys finished their trip without further adventures, going home by way of 42d St. Ferry.

The club had as a visitor Clarence Wagner, of Terre Haute, Ind. Mr. Wagner, or "Crazy Horse Wagner," was the State champion of Indiana for 1920-1921. He is to start this week on a trip from Coast to Coast and try to break Bob Lawson's record of 35 days.

While in New York he was the guest of Charles Garin, A. R. Jacobson and the Century Road Club Association. "Crazy Horse Wagner," who is a sociable chap, accompanied the boys on their trip to the Lakes. He divided the honors of pacing with Harry Wagner as partner and Harry Haller with Howard Heldman as partner.

ROCHESTER HOLDS A. B. L. MEET

Rochester, N. Y.—Herbert Dey, of the Rochester Bicycle Club, and Gene Kleinhans, of the Genesee Sporting Club, Rochester, divided honors in the first sanctioned meet of the Amateur Bicycle League of America held recently at Genesee Valley Park, Rochester, N. Y.

Dey took first in the 3 1/2-mile event, and Kleinhans won the 1.7-mile event. Only three riders finished in the long race, a spill occurring when Russell Price hit Dey's rear wheel as they were sprinting around a corner. Frank Kleinhans won the novice race and Joe Kramer, former secretary of the Rochester Bicycle Club, lowered his mark for the course by 5 2/5 seconds. The results follow:

Three and Two-Fifths Mile—Won by Herbert Dey, R. B. C., 8:42 1/5; second, Dwight Beckwith, R. B. C., 8:51 1/5; third, George Miller, G. S. C., 9:00.

One and Seven-Tenths Mile—Won by Gene Kleinhans, G. S. C., 3:36 2/5; second, Herbert Dey, R. B. C., 3:37 1/5; third, George Miller, G. S. C., 2:40 4/5.

WRIGHT JUMPS FIELD EARLY

Brooklyn, N. Y.—Jumping the field at a mile to go and with nobody to undertake the chasing job, Alfred Wright and Gus Packall had an easy time taking down first and second honors in the weekly "Cork" race held Sunday morning by the Empire City Wheelmen over the Shore Road course. William Henky finished third, being closely followed by Harold Lightfire, who is endeavoring a "come back" stunt for the indoor season. R. A. Rom finished fifth.

The race had hardly gone a mile when one of the worst spills of the season occurred, putting five men out of the running. After the spill was over, there were found enough bicycles twisted in all shapes to keep a repair man busy for two weeks. P. L. Kane received the worst of the deal, not only receiving the usual smashup, but bruises about

the arms, body and legs, enough to keep him off the bicycle for a long while. It was a bad day for the little Irishman.

GEISS WINS ACME RACE

New York City.—The weekly handicap club race of the Acme Wheelmen was held Sunday, June 11, over the Grand Concourse. The race drew out 16 starters, with 12 finishing. The individual honors went to Andrew Geiss, who had an allowance of 2 1/4 minutes. Five riders finished in the first group. Geiss, timing his sprint nicely, forged to the front in the last 50 yards, to win by a length from Salv. Grasso, Geo. Cameron, Jr., Chas. Comerford and Wm. Muller in that order.

The scratch men loafed on the second lap of the course and couldn't overtake the long markers, but rode fast enough to win the time prize, John Amabile leading home Joe Schaefer and Hugo Schlesman in a blanket finish, by a quarter of a length. The finish is as follows:

Pos.	Rider	Hdcp.	Time
1	Andrew Geiss	2:30	27:25
2	Salv. Grasso	1:30	26:25 1-5
3	Geo. Cameron, Jr.	1:30	26:25 2-5
4	Chas. Comerford	1:30	26:25 3-5
5	Wm. Muller	2:30	27:26
6	Theod. Schlesman	.45	26:00
7	James Seawell	.45	26:00 1-5
8	John Amabile	Scr.	25:44 2-5
9	Joe Schaefer	Scr.	25:44 3-5
10	Hugo Schlesman	Scr.	25:44 4-5
11	Fred Wolsin	Scr.	25:45
12	Wm. Schlesman	2:30	29:00

BECKMAN LEADS N. H. W. FIELD

West Hoboken, N. J.—The North Hudson Wheelmen held their fourth series of club races, Sunday, June 11, at Hasbrouck Heights, N. J. The quarter-mile open was won by Anthony Beckman. Rosenbhm, Heinsberg, Reisen, Borino and Keller finished as named in 38 3-5 seconds.

The one-mile handicap went to Keller, 25 seconds. Corino, 25 seconds; Costello, 25 seconds; Grashoff, 25 seconds; Taborelli, 10 seconds; Zelazo, 10 seconds; Beckman, scratch; Heinsberg, scratch, and C. Miller, 10 seconds, finished in that order. The time was 2:36 2-5.

Beckman won the five-mile open from Keller, Heinsberg, Rosenbhm, Grashoff, Reisen and Taborelli in 11:50 4-5. In this race Keller stole away from the pack at two miles and held a 300-yard lead up to the four-mile mark, where Beckman had overhauled him after jumping away from the field. Beckman won by 200 yards, and Keller had a like lead over Heinsberg, the third man to finish.

Point score to date: Beckman, 28; Heinsberg, 22; Rosenbhm, 20; Menzor, 15; Reisen, 13; Zelazo, 10; Keller, 8; C. Miller, 5; Conditl, 5; Corino, 3; Costello, 2; Grashoff, 1.



Anthony Beckman, star of the North Hudson Wheelmen, of West Hoboken, N. J.

C. R. C. H. ON BATH RUN

Brooklyn, N. Y.—The L. I. Division of the C. R. C. A. held a Bath Run to Sea Cliff, L. I., Sunday, June 11, 30 riders participating. Fifteen riders left Bedford Rest, Brooklyn, at 9 a. m., riding to East New York, where they were met by 12 more riders. They then continued on to Jamaica, picking up 3 more members here.

The route was then taken along Hillside avenue to Floral Park. Some of the speed bugs started a little fast work on Hillside avenue, which resulted in forming two divisions. They soon tired of this and by the time Floral Park was reached the riders were together. The route was then taken past Silver Lake to Roslyn, thence to Glen Cove. The riders encountered many stiff hills around here, which cured the speed bugs. Lunch was enjoyed at Glen Cove.

After lunch the riders went back to Sea Cliff, where after a few disappointments managed to obtain bath houses. The boys who could swim had a great time diving and swimming. After everyone had got a good coat of sunburn, the riders again mounted their wheels and made for home. Half of the bunch got impatient and left before all were ready, which made two divisions on the way home. One of the divisions took the wrong road and had to climb a mile and a half hill to reward them for their impatience.

Nearing Jamaica the sky became very black, which gave warning of an approaching storm. The riders, therefore, hit up a fast pace in an attempt to beat the storm home. However, the storm came too quick and caught some of the riders just after leaving East New York. The storm was so violent that they were obliged to seek shelter in a nearby garage.

GARELLA TAKES U. S. I. RACE

New York City.—E. Garella, who finished first, and Bill Trebbi, who finished second in the weekly U. S. I. Cork race held on the Grand Concourse, Sunday, June 11, made good use of their one minute and 45 seconds handicap by holding their advantage all through the race. However, they were closely followed by the scratch men—Eisele, Volpe and Pavera—who took fast time points in the order named. About 25 riders showed up for the first race, and following is order of first ten to finish:

Pos.	Rider	Hdcp.	Time
1	E. Garella	1:45	21:35
2	W. Trebbi	1:45	21:35 1-5
3	A. Savio	1:45	21:35 2-5
4	J. Haggerty	1:15	21:05 3-5
5	L. Broglio	2:30	22:20 4-5
6	"Spots" Eisele	Scr.	20:00
7	Tom Volpe	Scr.	20:00 1-5
8	Andy Pavera	Scr.	20:00 2-5
9	J. Sicilliana	1:15	21:15 3-5
10	T. Azzalina	1:15	21:15 4-5

MERCER ADDS A LIVE ONE

Seattle, Wash.—Tom Marshall, who has recently joined the sales force of the Mercer Cycle Co., is blazing the trail for Indians in Northwest Washington. Within three weeks he has taken deposits on 15 Indian Scouts, and has several scout clubs started. Tommy not only digs up a dealer in every town worth while, but he also works with the dealer until the Indian agency is well established. He goes out with the dealer demonstrating to prospects, sets up window displays and gets the dealers started along the proper lines.

NEW INDIAN AGENCY AT NEWARK

Newark, N. J.—There has been a change in the Indian motorcycle agency in this city. Harry Schnell will handle the line in the future. Schnell is one of the pioneer motorcycle dealers of Newark, handling the Merkel motorcycle in former years. Since that make passed on he has confined his efforts to selling bicycles only. Charles Smith and William Williams are handling the retailing department of the motorcycle business.

JES CAMPBELL HAS HOUSE WARMING

Philadelphia, Pa.—The Jes Campbell Motor Company has sent out invitations to trade men and motorcycle riders in general to attend a house warming at the new sales-room and service station into which they have recently moved, at 3334 North Broad street. They will keep open house from June 15 to 17, and Friday evening, June 16, there will be entertainment, music and refreshments.

HADFIELD BUYS SWENSON INTEREST

New Britain, Conn.—Charles Hadfield, who in 1916 took on the Indian agency here in partnership with the late B. A. Swenson, has purchased the Swenson interest from the estate and is now sole owner of the business, which is worth about five times what it was when established six years ago.

Wichita Speedway Association

ANNOUNCES

300 Mile National Championship Race

WILL BE HELD JULY 4th AT

WICHITA, KANSAS

This Succeeds the Dodge City Annual

For Details Write

HART H. BOWMAN, Secretary

WICHITA SPEEDWAY ASSOCIATION

Wichita, Kansas, U. S. A.



He Waited Too Long!

He had read these advertisements repeatedly and failed to write for information.

He was even asked about the Evans by several of his customers and he still did not write.

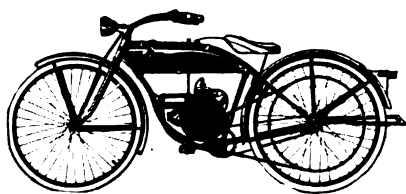
Then one of the other dealers in town announced that he had obtained that territory for the Evans.

The first dealer **had waited too long**. His opportunity slipped by!

What are **you** waiting for?

Write or wire today and ask us if your territory is still open. If so—the Evans Franchise may be yours.

CYCLEMOTOR CORPORATION
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Address

City..... State.....

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MAY WE QUOTE PRICES?

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C. A. VAN DOREN, PRES.

25
YEARS
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CYCLE
BUSINESS

5%
10th
PROX.



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PATENT APPLIED FOR.

It Has a Wonderful Feature—

RUBBER rods are riveted to the outside brace so by removing the rod nuts on the inside brace, the pedal becomes two component parts. This feature added to the use of the 3-16 inch balls in a container eliminates all possible loss of loose parts when the pedal is for any reason disassembled.

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Our Torrington imprint on the rubber identifies the quality.

The Torrington line is a good line to stock up with.

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Torrington

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Replaces the No. 4

RELIABILITY

PROGRESSIVE CYCLE & AUTO SUPPLY CO.

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Columbia **BOYCYCLE**
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COLUMBIA DISTRIBUTORS

Just Received a Full Line of
Boycycles—Pedicycles—Pedi-cars

Write for catalogues and quotations.

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Sell the BICYCLE NOT the NAME PLATE

Your customer might ask for a bicycle like his grandfather rode, but what he really wants is a first quality beautifully enameled bicycle, the kind that carries the usual guarantee at a reasonable price, and you can get this very bicycle in either the

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DELPHI**

If we have not already established an agency in your town, we will be pleased to ship you a sample, also quote you prices on the full line. Don't miss this opportunity to get the agency for the very best bicycle at the least money.



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NERACAR

"MOTORING ON TWO WHEELS"

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Boy scouts, camp fire girls, social clubs, and schools are fields for fast cumulative selling of the NERACAR.

The inquiries we have had from head masters, principals and school teachers show that they recognize the NERACAR as desirable transportation.

Moderate speed with a limit of 35 miles an hour.

No complications—not enough parts to be called mechanism. Nothing to remember. Anyone can understand it inside and out, learn all there is to the operation and be driving in five minutes. Nobody gets into trouble with a NERACAR.

Perfect control. Low saddle and feet on the ground at start and stop. Clutch in and out by slight twist of left grip. No gears, 5-speed friction drive—a great success in this light weight motorcycle.

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Light weight—approximately 175 lbs.

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Do as other motorcycle dealers are doing—take on the NERACAR and sell to a broader market—draw new lines of trade.

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Including 2 Electric
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and Tools.

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A full line always complete—always at your call. The prices are right, too, that's why we serve so many Cycle Dealers with their supplies.

Have You Added RADIO to your line? The demand is continuing undiminished. Our line is a quality line sold at good discounts.

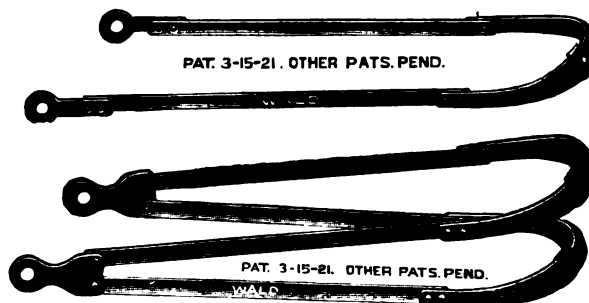
Let us send you our
prices or salesman.

Colonial Cycle Supply Co.
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The Brake that Brought the Bike Back.



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The Newest and Best Braces on the Market Today.
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A CAP strongly made, easy to tighten and guaranteed to positively seal air in the tube.

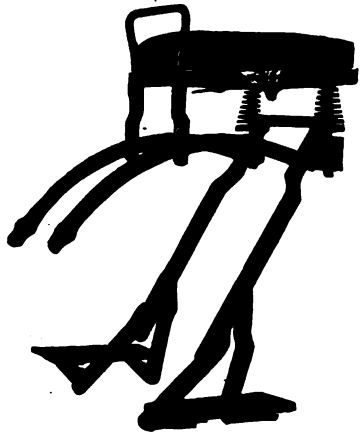
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Your dealer can show you Empire Valve Insides and Caps. See him today.

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F-N Tandems

Price \$17.00 each

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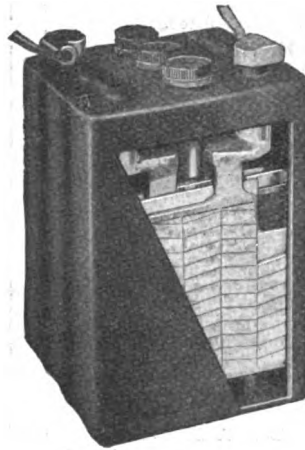
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Because its extra strong and non-leaking containers, staggered grids and acid-proof terminals are made to withstand the strain of rough roads.

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Although the price of the WICO Battery is as low as any on the market, it has a much greater capacity and will not let down under an extra amount of night riding.

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 Also send to us for bargain prices on second-
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 wanted," or "we've got the job
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 Rates given in heading.

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 Sunday, June 25th, on new half-mile track at
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 Splendid prizes. Address **ENTRNUSE MOTOR-**
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 Prices at less than half. Send for Big Bargain
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 Sell for inventory. Selling on account of other
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And the boys are about ready for their bikes. Have you seen the "**Black Diamond**"—the bicycle which attracts the boy's attention immediately. Not only is it a thing of beauty but it is also a marvel of construction.

Write for our "One-Dealer-in-a-town" policy. Your territory may still be open.

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Do you value service?

Do you get your order through on time—as you ordered it and at a fair price?

That Is What Hub Service Means

Our stock of cycle specialties is the largest in the country.

Write for our catalog.

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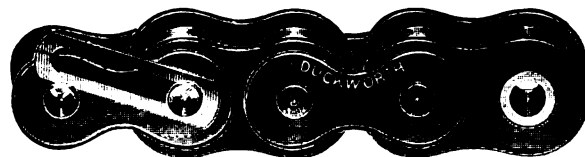
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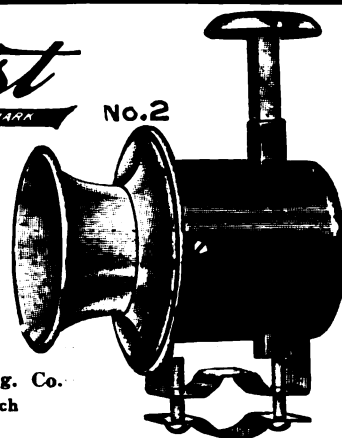
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No. 2

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Rollfast No. 2 Horns vibrate on both up and down stroke. Have no dead center. Few working parts. No springs or delicate parts to break, get out of order or cause trouble. Black enamel, nickel face. Bell is full nickel.



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Brakes in America uses **STAR**
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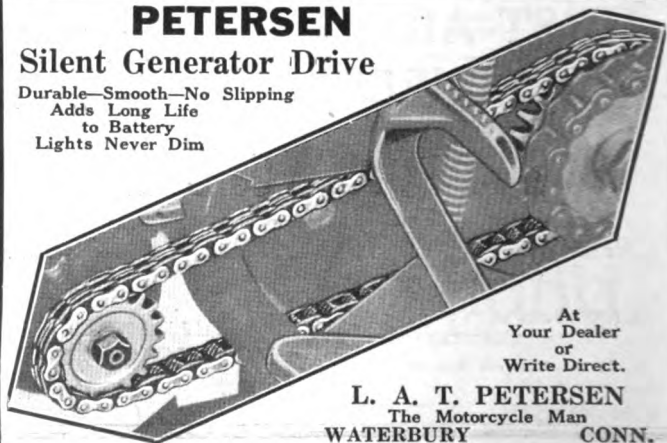
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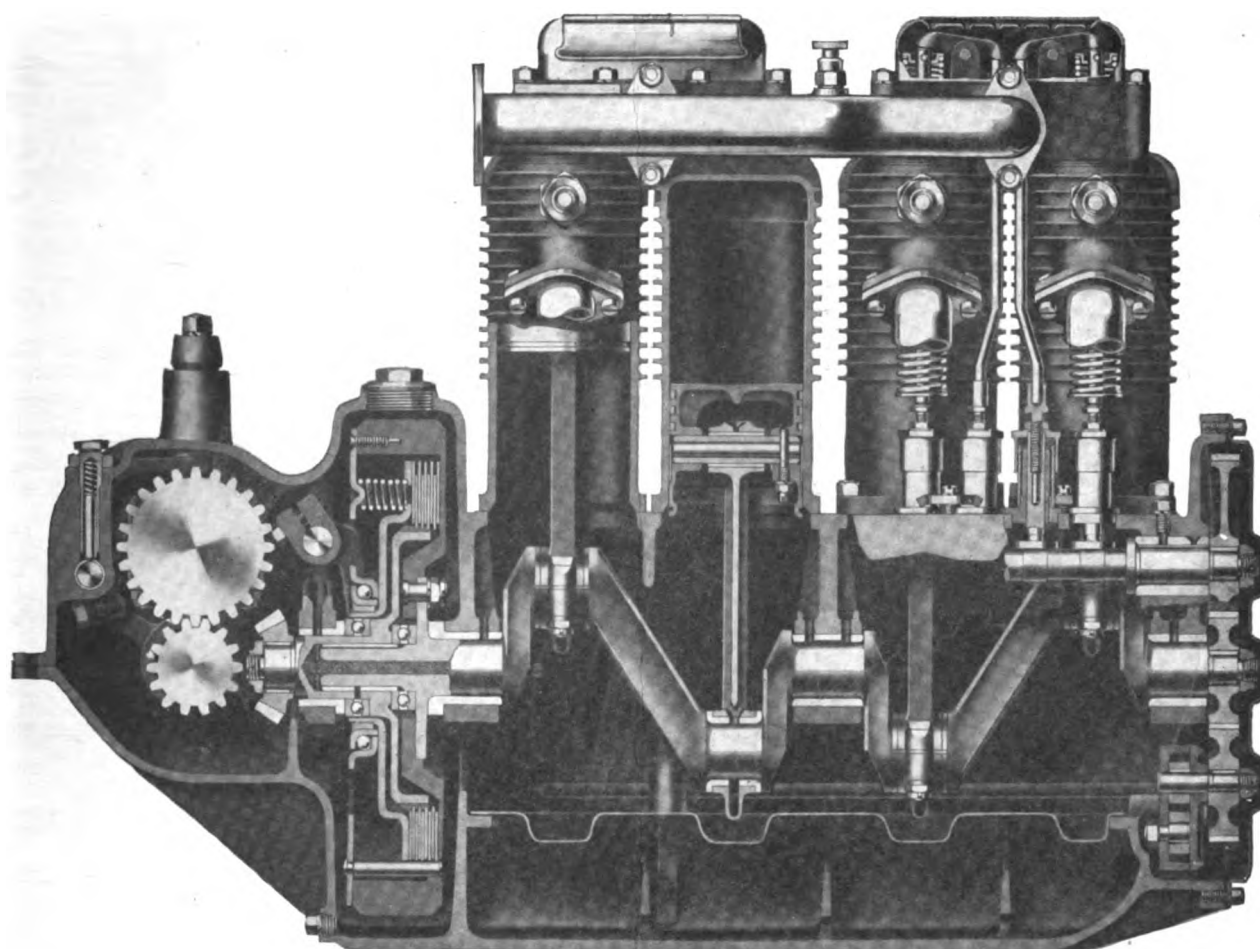
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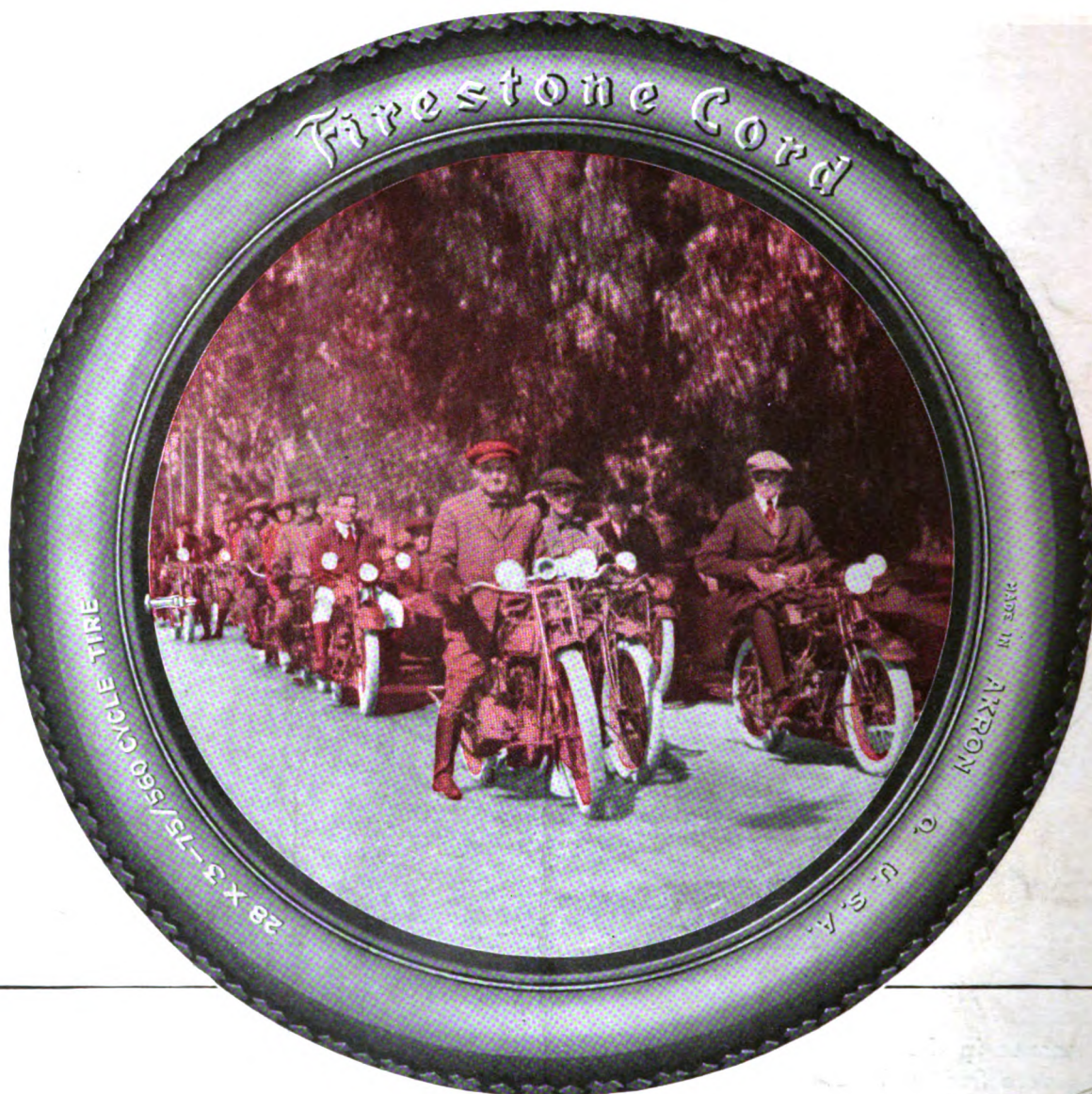
**Ace performance in the
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**First to arrive at noon control.
First to reach Utica.
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Only sidecar outfit to cover course without
assistance.**

*For detailed information, write to Ace Motor Corporation, Erie Ave.
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“Follow the Gypsy Trail”

GYPSY touring is growing more popular as the opportunities for sightseeing and recreation this sociable way are realized.

In every one of these modern caravans you will find that the majority of riders prefer the known safety and lower cost of Firestone Motorcycle Tires—Cord or Fabric.

They have the stamina and wearing qualities for endurance tests, as well as the strength and sure traction needed in shorter, faster travel.

Why not have your machine reliably shod with Firestones and enjoy more comfortable travel with far greater freedom from tire troubles?

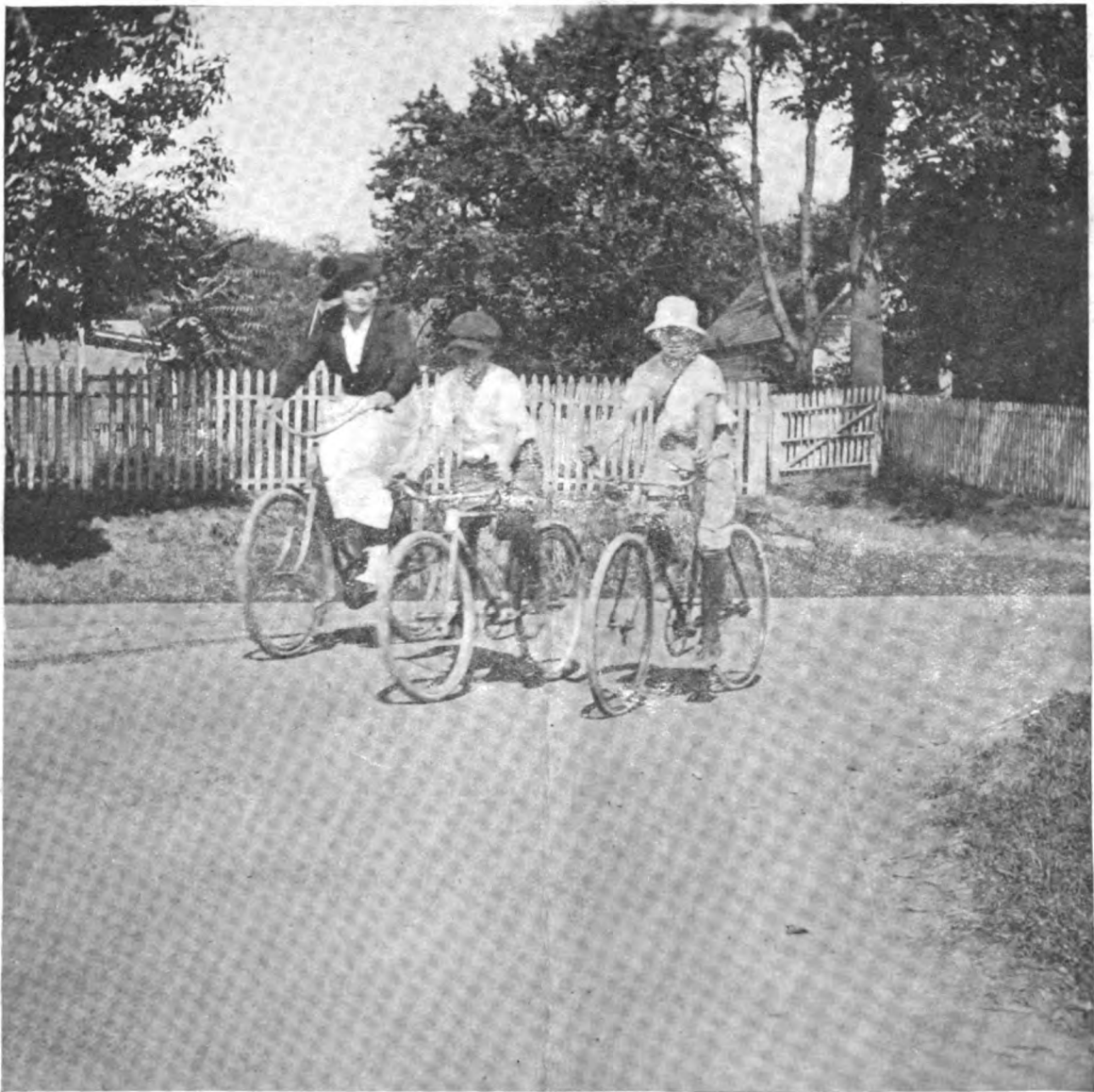
Most Miles per Dollar

Firestone
MOTORCYCLE TIRES

24-25

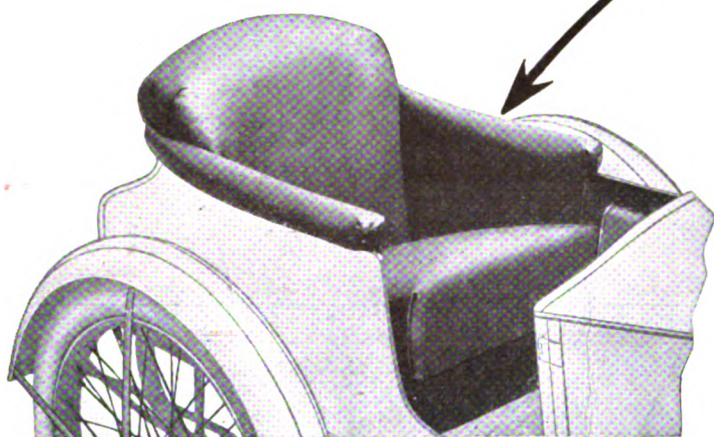
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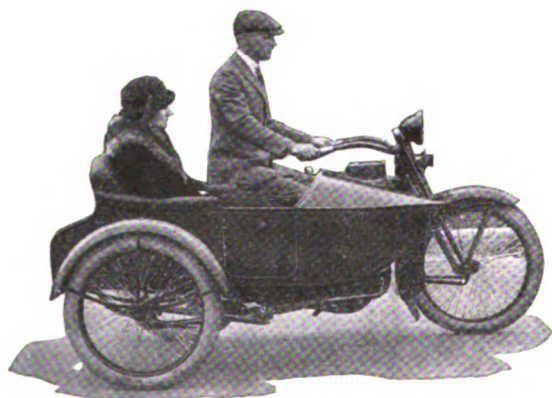
From farm to school, from school to play,
My bike is with me all the day.

(This is the fifth of a series
of talks on the Royal Tour-
ist Sidecar.)



Sit on the six-inch high upholstered cushion of this sidecar. Relax and ease your back on the luxurious back cushion. Let your arms rest on the well-stuffed arm rests (top and bottom views, shown above)—then ride in the Royal Tourist Sidecar!

Ride all day long and enjoy every mile



The Harley-Davidson Royal Tourist is today's outstanding Sidecar value at the low price of :

\$115

Ride over bumpy roads and by-way trails, from morning till night, in a Harley - Davidson Royal Tourist Sidecar, and *enjoy* every minute and mile of the trip.

The Royal Tourist Sidecar has all the riding comfort of a high-grade automobile. You can check this statement by a demonstration.

Double your motorcycling pleasure, this summer. Take "her" along in this easy riding Sidecar.

Harley-Davidson Motor Company

Largest Producers of Motorcycles and Sidecars in the World

Milwaukee, Wisconsin

Motorcycle & Bicycle ILLUSTRATED

Vol. 18

June 22, 1922

No. 25

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Entered as second-class matter March 29, 1921, at the
post-office at New York, under Act of March 3, 1879.



This picture shows one of the carloads of Silvertown Cord Bicycle Tires we have shipped to this customer. Their first order was for three carloads.

The greatest success in the history of bicycle tires

EVERY day since away last spring our bicycle tire factory has been running at top speed to keep pace with the demand for Silvertown Cord Bicycle Tires.

This tire—the badge of a high grade bicycle—is the outstanding success of all the years since bicycles were first made and the pneumatic tire perfected for them.

Manufacturers, knowing the prestige these tires give their wheels, naturally want them. The dealer is glad to see them on the bicycles he sells, and also wants plenty of them to satisfy the demand of the riders who want new tires from time to time.

Orders have been increased and repeated over and over again from all sections of the country. Never before did a bicycle tire have such an enthusiastic endorsement from manufacturers, dealers and riders.

And the season is not over yet, by many, many weeks. We urge you to get your orders in now so that we may take care of your needs for the rest of the summer as well as the fall and winter. Prompt deliveries will be made.

THE B. F. GOODRICH RUBBER CO.
Akron, Ohio

Goodrich Silvertown Cords for Bicycles

14,780 Victorious Miles

In six of the foremost endurance runs held this season, Ace Motorcycles have covered an aggregate of 14,780 miles without a single mechanical failure (Crotona 24-hour run, New Jersey 20-hour run, Ft. Wayne 24-hour run, Syracuse Sectional Endurance run, Wilkes-Barre run of Reading M. C., Pennsylvania Championship run from Reading to Pittsburgh and return.)

In some instances all Ace entries won perfect scores. In others, Ace riders were involved in collisions, lost the road on unfamiliar routes or had other hard luck, but **not a single delay was caused by mechanical trouble.** No adjustment, no repairs, no tinkering needed. Even punctures were exceptionally rare, due to the thick rubber tread of the Ace's 3½-inch tires.

14,780 miles of all sorts of roads (State highways and dirt back-roads, macadam, red clay, worn brick, gravel) in good and bad weather, without developing a single motor weakness. More conclusive proof that

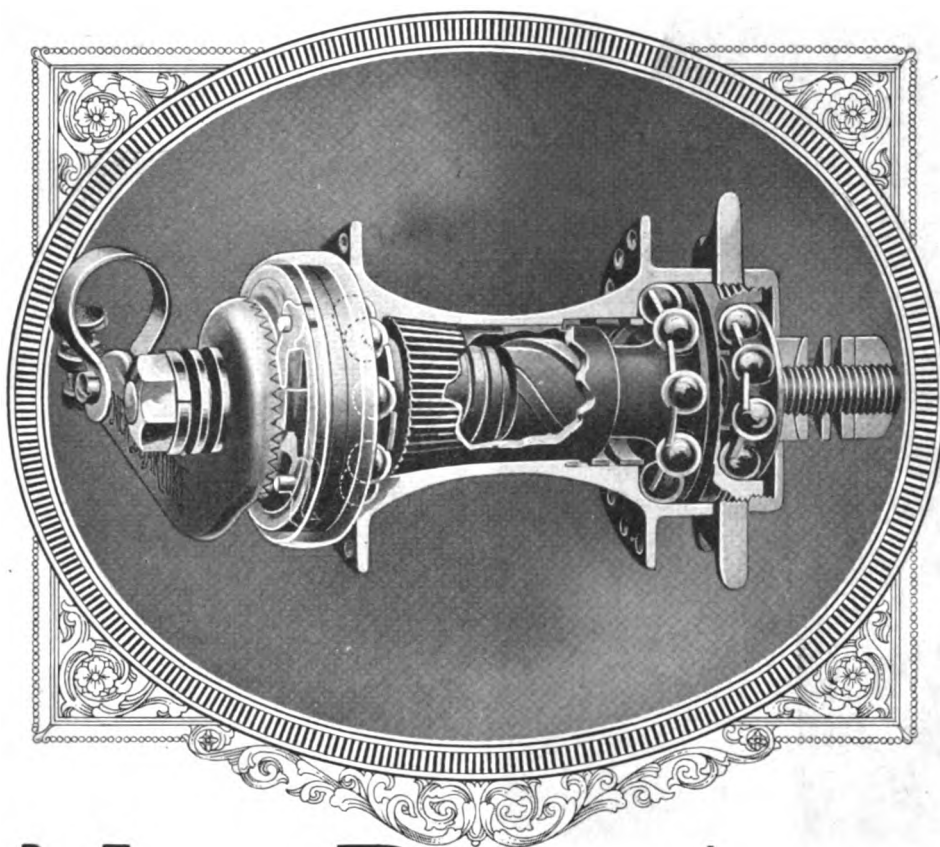
“You can depend on the Ace”



J. C. Cole, driving Ace sidecar outfit, wins cup for highest consistency in Reading-to-Pittsburgh Endurance Run, 555 miles, June 10-11.

For details regarding this perfected four-cylinder motorcycle, write to the Ace Motor Corporation, Erie Ave. and Sepvira St., Philadelphia, Pa.

For assurance of prompt attention to your wants, mention **Motorcycle and Bicycle Illustrated**



New Departure Coaster Brake

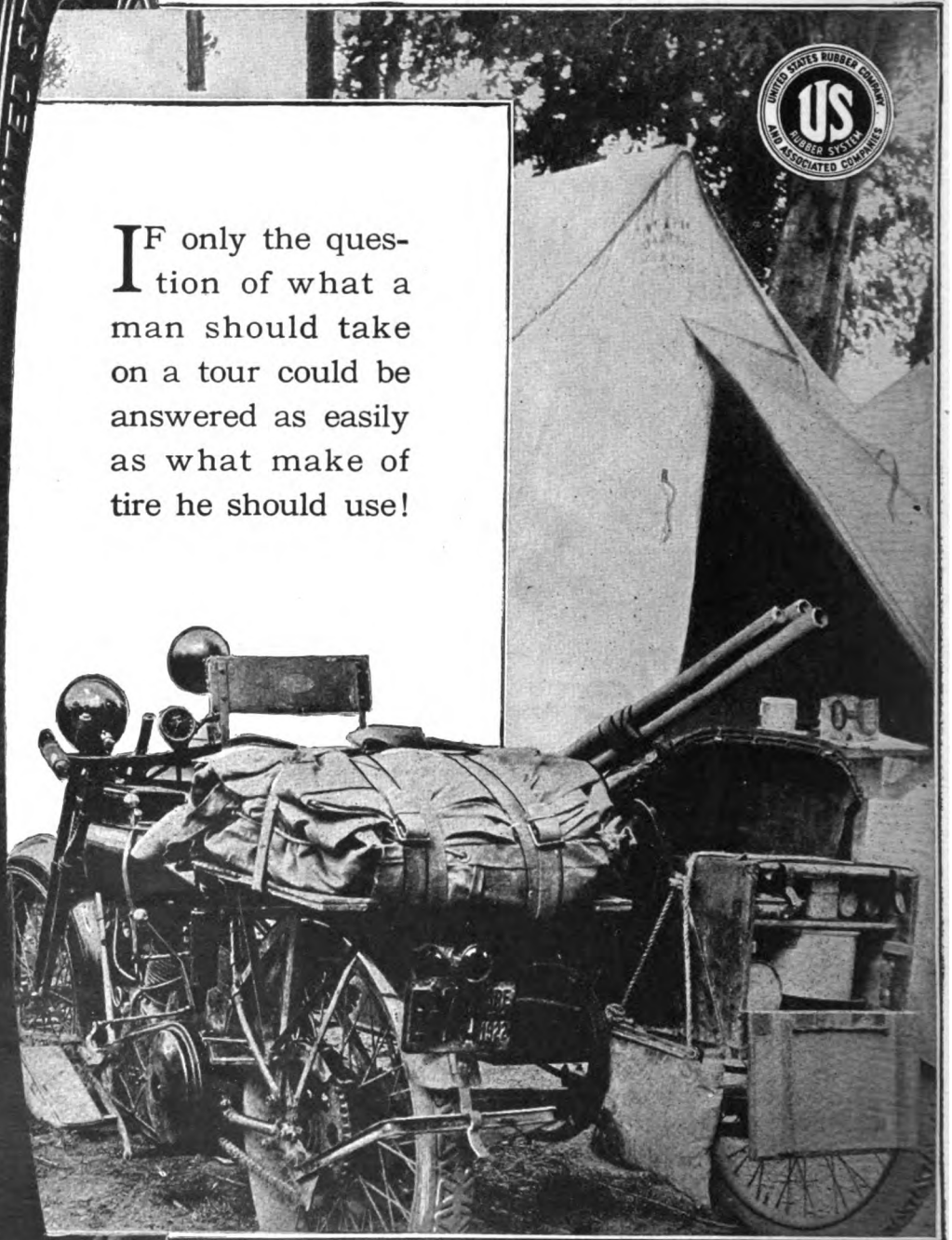
Inside information about the New Departure Coaster Brake explains its popularity. It is the brake of few and simple parts. Every piece is made for long, hard service, and finished to a nicety. Each part fits perfectly and so performs its purpose promptly and well. The mechanism and hub run on three sets of large steel balls with entire freedom from the drag of friction.

Add to the sturdiness and simplicity of the New Departure its handsome design and non-rusting, nickel finish, and you have the coaster brake par excellence—the real reasons for its popularity. The New Departure on any bicycle you offer for sale helps to sell it.

The New Departure Manufacturing Company
Bristol, Connecticut

United States Tires are Good Tires

IF only the question of what a man should take on a tour could be answered as easily as what make of tire he should use!



TRAXION

—designed to meet every motorcycling need



Motorcycle & Bicycle ILLUSTRATED



VOLUME 18

New York, June 22, 1922

NUMBER 25



A picturesque stretch near Mt. Freedom, N. Y., on the route of the New York and New Jersey Gypsies to Martin's Creek, Pa.

Vacation Time is Rally Time

HERE is the whole story in a few words.

Manufacturing members of the M. & A. T. A. want to meet and entertain the rider and dealer members of the Association at Rochester, N. Y., Exposition Park, July 31-Aug. 1-2-3.

Arrangements have been made to furnish a metal cot with springs and a sleeping pad to each member for the four days for \$3.00, in addition to which all M. & A. T. A. members will be entertained at a dinner on Tuesday night at the restaurant in the Park and a dinner on Wednesday night at the Sea Breeze Park.

Dancing, moving pictures and vaudeville with all kinds of out-door sports free, with admittance to Hill Climb to all M. & A. T. A. members.

A restaurant, cafeteria style, opens Monday morning on the ground at reasonable prices. Make your eats what you like.

Bring your blankets, toilet articles, bathing suit and towels. Those not wish-

ing to bring their blankets can rent them at the Park for 75c. for the four days.

Cots will be in one of the Exposition buildings, barracks fashion. There will be one building for ladies and one for gentlemen.

Gentlemen, only, register and pay \$3. Ladies register, but do not pay any fee.

Vacation Tours are being organized from all sections to the Rally. Tourmasters are being named who will distribute the reservation cards which are numbered consecutively and have a coupon.

To make reservation, fill out card, attach \$3. When received at M. & A. T. A. headquarters the coupon is signed and returned to sender, who presents it at his arrival at the registration office at the Rally and receives a badge with his name, address and cot number on it.

This badge admits holder to the two dinners, the Hill Climb, use of cot and the Exposition Grounds. *So hang on to your badge.*

This is the Biggest Value \$3 ever bought for anyone.

A twenty-piece band will play in the park six hours every day, afternoon and evening. The park is four miles from Charlotte Beach, one of the best on the Great Lakes.

Baseball, tug-of-war, foot races, sack races and a series of sport that *everybody* can take part in under direction of a *paid* sport manager.

It isn't who is coming, but who is it that *can't* come.

The weather in Rochester is always pleasant in the summer, so what more could you wish? Come and meet the man who makes the Machine you ride and give yourself a good time. Bring the ladies for there will be plenty to entertain them and above all do not forget your M. & A. T. A. *membership card.*

Write the M. & A. T. A., 326 W. Madison St., for reservation card or see your tourmaster in your city. LET'S ALL GO.

Gypsy Tourists Were Out *in* Force

Many Sectional Rallies Held—Bad Weather Spoils Sport of Some Riders and Compels Postponement of Several Tours

SATURDAY and Sunday, June 17-18, were Gypsy Tour days, and motorcycle riders all over the country were out for a good time. Chairman A. B. Coffman of the M. and A. T. A. reports that over 300 Tours were scheduled. Most of them were successfully completed, though a number were postponed because of bad weather, and some that were held despite rain and muddy roads, were partially spoiled by the unfavorable conditions. Bad weather hit the Gypsy Tours all right.

It is noticeable that the idea of central rallying points is gaining in popularity. There were a number of these big rallies this year. Among the more prominent were the gathering of Eastern New England riders at Old Orchard Beach, Me.; the rallying of the New York, New Jersey and Pennsylvania clans at Easton, Pa and a rally of Pennsylvanians at Lancaster; a gathering of 500 riders from Chicago and contiguous territory at Michigan City, Ind., and a similar gathering of Ohio and Michigan riders at Cedar Point, Ohio. The Pacific Coast clans had their big day at Pismo Beach, Cal., and it was reported a great day.

The weather man was kinder to the Western and Middle Western riders than to those of the East. A number of Eastern tours were postponed. Among those from which word has already been received are the Schenectady tour, postponed to June 24, Utica, postponed to July 16, Bridgeport, Conn., postponed to June 25, McDonald, Pa., postponed to June 25; Irwin, Pa., postponed to June 25; Troy, N. Y., postponed to July 9; Plainfield, Conn., postponed to

June 25; and the Wheeling W. Va., run was abandoned.

500 GYSIES AT MICHIGAN CITY

MORE than 500 riders gathered at Michigan City, Ind., June 17-18 to participate in two days of sport and recreation at Zorn's woods, along the shore of Lake Michigan and located in the heart of the dune region.

A hill-climb, foot-races, pipe-lighting contests and other amusing forms of competition and dancing were enjoyed by the riders Sunday, June 18.

The Chicago Motorcycle club attended with a representation of nearly 300 riders, while South Bend, Goshen, Michigan City, Gary, Hammond, Chicago Heights, Aurora and other cities were well represented.

Medals, belt-pins and membership pins were distributed from the Motorcycle and Allied Trades association office, a tent located on the ground for the period of the meet. A. B. Coffman, secretary of the M. & A. T. A. attended the tour Sunday. Ray L. Garner was in charge of the M. & A. T. T. office.

Included among those prominent in the trade who were observed at the rally were: C. H. Lang, Chicago; Wesley G. Paulson, Chicago; Glenn A. Scott, Marion, Ind; C. E. Multog, Chicago; L. E. Fowler, Chicago; Ray L. Garner and A. B. Coffman, Chicago.

J. D. "Dad" Barrett of Omaha, Neb., who has been touring the south and the east during the spring and winter arrived at Michigan City in time to take in the meet and brought with him his

camping outfit, Mrs. Barrett and two children who accompany them on their rambles about the United States.

HILL CLIMB FOR ST. LOUIS

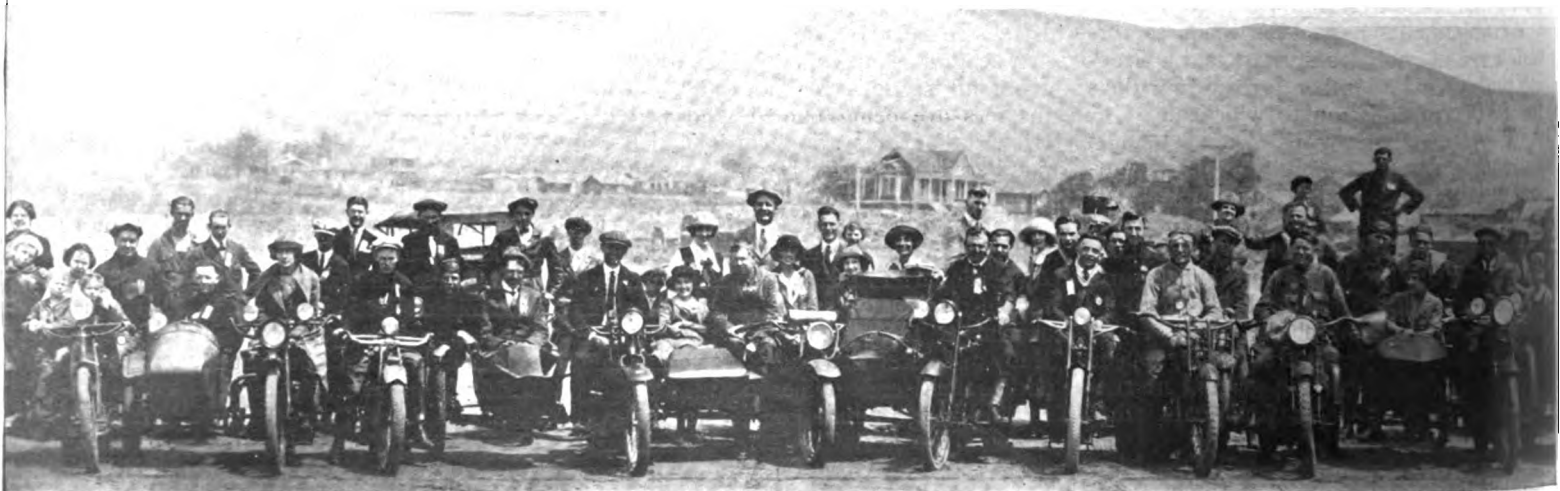
By Bill Droll

LITTLE Gus, the diminutive star rider of the St. L. M. C. piloted a 61 cubic inch Chief to victory in both the 61 and 80 inch open events, of the hill climb which was the star attraction of the St. Louis, Mo., Gypsy Tour. The hill, an ordinary grass covered chunk of pasture, wasn't so very steep, but Oh, Boy, it had several of the nicest "Thank you Mam's" about half way up. A foot of daylight between the rider and the saddle was common when jumping the humps. Little Gus, whose legs are just long enough to reach the ground when he is in the saddle, hooked his toes under the running boards, gave 'er the gun and rode his wagon into first place.

Well, does he deserve the title of the best all-round rider that this city has owned since the days of "Dutch" Tim Bahnsen. Rumor says that a carpenter has been hired to put side-boards on the family mantel-piece to hold his ever-growing collection of cups and trophies.

Charles Van Damme, riding a 61-inch powerplus gave Taylor about the only real competition of the day. He tied with him in the preliminary, but Gus coaxed a few more R. P. M.'s out of his Carter equipped Chief when Van and he put on the finals.

Be it known that this burg is great for "Miracle motors." Time and again, we see a Scout, Sport or 61-cu.-in. motor put up against a special and emerge with flying colors.



California Gypsy Tourists at Pismo Beach

Rain, Rain, *and* Still More Rain

But in Spite of the Bad Weather New England Gypsies Enjoyed Tour to Old Orchard Beach
Races Are Abandoned But Eats Are Plentiful

By E. W. Davis

THE 1922 Gypsy Tour of the Massachusetts Motorcycle Association to Old Orchard Beach, Maine, on June 17 and 18, ran true to form, as usual. Yes! It rained both Saturday and Sunday, and those that stayed over until Monday were also out of luck, for it rained on Monday fully as hard as on Saturday and Sunday. There must be something wrong with the date picked by the M. M. A. For the last five years they have picked Bunker Hill Day, and four times it has rained some time during the festivities. Too near the equinoctial period, it would seem to a casual observer.

While the affair was run by the M. M. A., it was practically a New England affair. As early as Thursday the racers began to appear in Old Orchard, to try out the beach. Friday afternoon and evening, the riders began to flock in until Saturday morning—there must have been over two hundred machines parked in the garages. A survey of the hotel registers showed riders from Uxbridge, Worcester, Neponset, Lowell, Haverhill, Lawrence, Newburyport, Springfield, Lynn, Manchester, N. H.; Newport, N. H.; Portland, Maine, and one from New York and one from Syracuse, N. Y.

The main tour left Boston on Saturday morning at 7.45 A. M., in charge of Tourmaster George Usco Ellis. In spite of the rain that was already falling and in spite of the fact that Usco received very little support from the Boston dealers, over two hundred "Regular Guys" defied

the elements and followed Usco to Old Orchard. Usco, with Mrs. Ellis and Masters George and Albert, in the sidecar, arrived right around noon. The riders were all more or less wet, but there was a general scramble for hotel reservations and in less than half an hour, the principal question on every one's lips was, "Can we hold the races." Long before the time set for the time trials, it was raining in torrents and everyone wore a long face.

President Howard G. Ramsey had come up the day before with a truck loaded with 8,000 feet of two cable wire and five telephones. Ramsey's boys strung the wire on Saturday morning, but it was no use. When it was seen that the races were off for Saturday, an effort was made by the directors of the Association to get permission to run them on Sunday, but the Selectmen were obdurate, and the directors came away disappointed. However, it was just as well, as it rained just the same on Sunday, as we have said three or four times before.

The tour then turned into a social affair, and while boys were disappointed over not running the races, it is safe to say that they had a pretty good time, as the Beach has every sort of amusements, from bowling to dancing.

Among those present was Charles Franklin, of the Hendee Mfg. Co., who was responsible for the Indian Scout.

H. A. Goddard, Sales Manager of the Militor Motorcycle Corp., was a guest of Mr. and Mrs. H. G. Ramsey.

Arthur Batchelder, Indian agent, Lowell; F. E. Forest, Harley agent, Manchester, N. H.; C. F. Jackson, Indian agent, Manchester, N. H.; Mr. and Mrs. G. L. Clift, Harley agent, Worcester, Mass.; Mr. and Mrs. Floyd Coolridge, New England Harley traveler; W. J. Walker, Harley Distributor, Boston; Wm. Hailiday, Harley Distributor, Boston; Mr. and Mrs. C. W. Cartwright, Indian Dealer, Boston; Vincent Mellen, Neracar, Syracuse; J. B. McNaughton, Hendeerville, Springfield; Wm. Donovan, Goodrich New England Representative; Mr. and Mrs. Richard Richburg and Mr. and Mrs. Hert Herrick, of the Goodyear Tire Co., who posted the entire course from Boston to Old Orchard Beach with Gypsy Tour Arrows.

The last to arrive was Geo. Hosmer, Neponset, who had the distinction of riding the oldest machine, a 1913 Indian.

W. J. Walker and Vincent Mellen were the only two to take a dip in the salt water. After which Mr. Mellen gave an exhibition of what the Neracar would do.

NUMBER ONE IN OHIO

OHIO State license No. 1 has been issued to I. W. Schroeder, Harley-Davidson traveler for Ohio, who received rider's license, and the P. I. Haynes Co., Harley-Davidson dealers at Columbus, Ohio, received the dealers' license number one. About twenty-five riders applied for the number.



Some more California Gypsy tourists

WEEKLY WHIRL of WHEELS



THIS IS GOING TO BE ONE OF THE FEATURES OF THE NATIONAL RALLY AT ROCHESTER



RIDERS IN READING, PA. ENDURANCE RUN TO PITTSBURGH AND RETURN BUCKED RAIN, MUD, WIND AND HEAT BUT THEY FINISHED THE 600-MILE GRIND SMILING



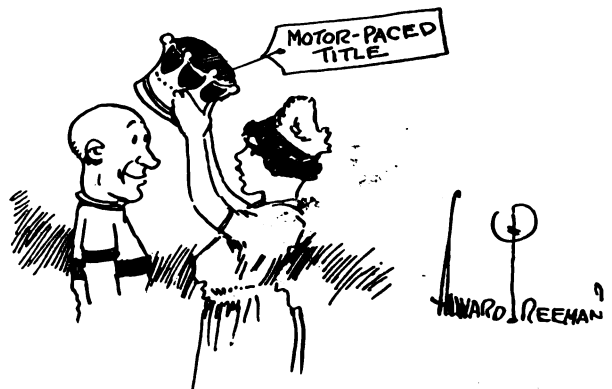
ART SPENCER IS THE LEADING SUITOR FOR THE HAND OF THIS FICKLE FLAPPER



AH, YES, THIS IS THE WAY IT'S GOING TO BE AT THE MILE-AND-A-HALF WICHITA, KAN. TRACK JULY FOURTH



CLARENCE VAGNER OF TERRE HAUTE, IND., IS TRYING TO BUST THE NEW YORK - LOS ANGELES RECORD OF 35 DAYS



FOR THE THIRD TIME IN FOUR YEARS LABELLE FRANCE CROWNS GEORGE SERES



Sol Kulp, of Reading, Pa., who astonished the hard-boiled road hounds in the Pennsylvania State Championship Endurance run from Reading to Pittsburgh and return by going through with a Neracar

Pa. State Championship Endurance

Riders Cover Nearly 600 Miles of Mountain Road and Finish in Storm.
Remarkable Performance of Neracar

By Armour Anderson

THE decision of the referee in the Pennsylvania State Championship endurance run, from Reading to Pittsburgh and return, promoted by the Reading Motorcycle club, awards high solo score to George Eisenbise, Reading Standard, high sidecar score to Charles Cole, Ace, high middleweight score to Horace Fritz, Indian Scout, and the team score went to the Indian contingent.

The weather was good, except for the closing chapter, but that final session was wild enough to be mentioned in large type. Some of the solo division finished in Reading in time to be under shelter, but the sidecar class was still strung out between Harrisburg and the finish when the storm broke. It mounted to cyclonic violence in some localities, and unroofed houses, blew down trees and telephone poles, and caused much havoc. A large church at Amityville was demolished. Rain fell in torrents and riders were quickly drenched.

The Pennsylvania State Championship run, has been an annual event for the past four years, but this year's contest broke all records for entries, and for competition.

There was an Indian Scout team, an Indian sidecar team, a Reading Standard solo team, a Harley-Davidson solo team, and an Ace solo team.

And the greatest of all was the little Neracar which went along with the big ones. On Friday night while we were sitting in the club rooms waiting for the

entries to sign up along comes Sol Kulp who wanted to go along.

"Name, address, and make of machine," asked the man in charge of the entry sheet.

"Sol Kulp, Reading, Pa., machine Neracar," was the reply.

The entry man was so surprised at the idea of the little Neracar attempting to go in a run which has the reputation of

breaking down the big machines that he thought that Sol was joking.

"Why," he said, "we have no schedule for you. The solos are traveling 24-miles per hour, and the sidecars, and lightweights 20 miles per hour."

"That's all right," says Sol, "I will travel in the 20-mile an hour class."

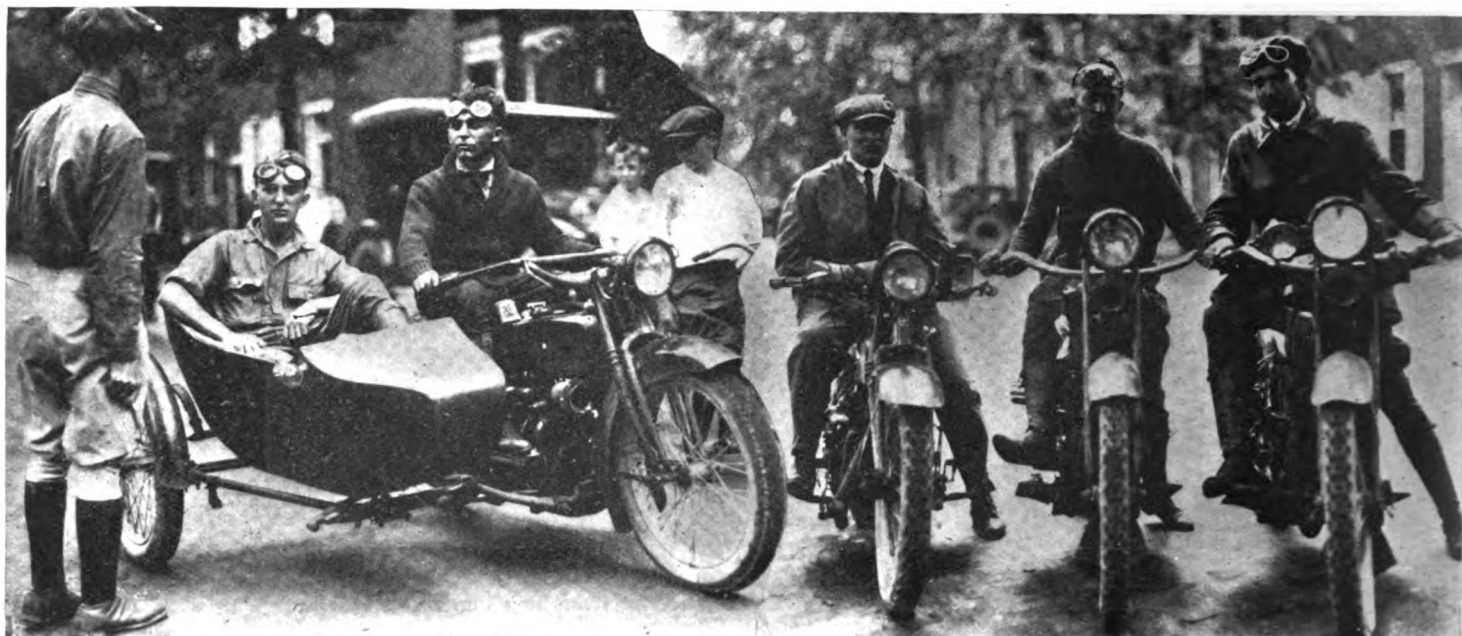
Well, we all know that Sol is a live wire dealer, and a good motorcycle rider, but to think that he would try to go in a 568-mile run, crossing the mountains seven times, some of the grades being from 5 to 7 miles long we did not know whether to think he was kidding us or showing us a good time. Well, as money talks, we took his two bucks, and signed him up. Sol was number 30, the last man in the run, and so some of the wise birds who wanted to laugh at him had to hang back to see the little bus roll along. We reached Chambersburg, the first control, and as we checked in at the dead line, all thoughts turned to Sol, and here about 10 minutes ahead of time in rolls the little one, hitting like a clock. And let us say the crowd at the control forgot all about the rest of the riders, and all congregated around the little "English" machine as they called it.

This got Sol mad as he says: "It is not an English machine, but a true American."

Off we were again, for the next control which was at Uniontown, and up to this control we had to cross the mountains four times including a 5-mile climb about three miles from the control. In going



George Eisenbise, Reading-Standard, winner of high solo score



Left: J. C. Cole, Ace sidecar, winner of high score, greeting Referee John Tritt at Harrisburg, Pa. Right: Three of the solo contestants in the Reading run

up this mountain we remarked to our sidecar passenger: "Well, if the other mountains did not fix Sol this one will." As we happened to be in front of Sol, and as he had not arrived when it came our time to check out, we felt that our dope was right.

At Pittsburgh, where we received a royal welcome from everybody, and as we washed up, and sat down to a fine feed everybody was saying: "I wonder where Sol is?" And lo, while we were feeding the inner man a shout goes up: "Here comes Sol!"

Some of the fellows thought they would choke on the feed when Sol, with his usual grin, came in. Believe me, it takes a lot to make a motorcycle rider take off his hat to a competitor, but we all did. And the Pittsburgh riders—well, they certainly gave Sol the glad hand, for when we told them that he was coming with the little one they laughed, and said: "He is coming, but that is all. He will never get here on his time."

We got the story out of Sol that he was only eight minutes late at Uniontown, and that was because of the five-mile climb just before the control. And twenty-two minutes late at Pittsburgh, while some of the big machines were later than that.

On the home road, it was the same story, and at the finish it was found that his score was 838. No matter what his score was, he finished in the stipulated time, and the Little Neracar with its driver deserves all the credit in the world. The Neracar factory should be proud of such a dealer, as the little bus attracted great attention in the many towns that it passed. During the finish of the storm, Sol showed the boys that it was easy to handle in rough weather. Harry Immel, and Alvin Blocher riding Henderson, and Harley-Davidson, came all the way from

24-MILE CLASS		
George Eisenbise (R-S).....	1,000	978
Harry Immel (Hend.).....	1,000	974
William Blecher (H-D).....	1,000	973
Bud Eisenberg (R-S).....	1,000	967
John Helter (H-D).....	993	986
John Grove (H-D).....	994	982
Thomas Boone (Ex.).....	992	966
Claude Mervine (R-S).....	990	954
Hays (Ace).....	986	966
Capner (Ace).....	984	969
20-MILE CLASS		
Chas. Cole (Ace Sder.).....	1,000	982
Horace Fritz (Ind. Sct.).....	1,000	977
Arthur Jones (Ind. Sder.).....	1,000	975
Raymond Schell (Ind. Sder.).....	1,000	974
Harry Hart (Ind. Sder.).....	1,000	973
James Neiman (Ind. srcr.).....	972	975
Clarence Leibold (Ind. Sct.).....	948	965
Sol Kulp (Neracar).....	838	...

Pittsburgh to ride in the run. John Grove came over from Chambersburg and rode his Harley-Davidson in the run.

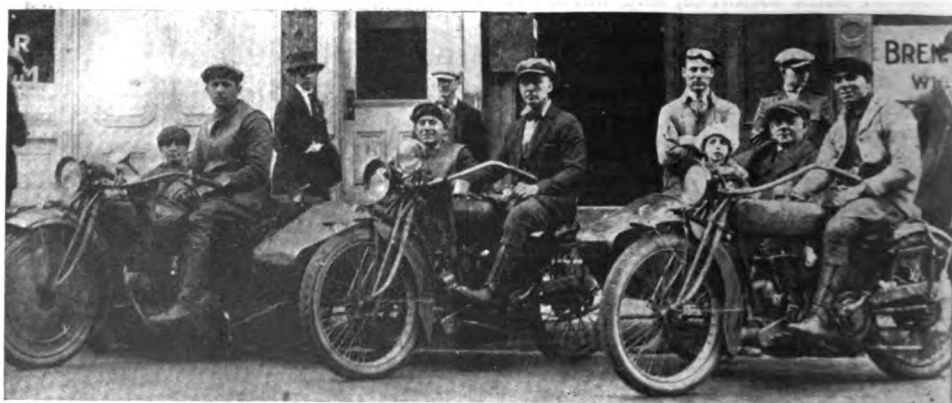
The Reading Motorcycle Club extends thanks to all who helped to make this run a success, and also to the Dealers' Association of Pittsburgh, and the South Hills Motorcycle Club of that place for their hospitality.

Part of the course was over worn-out

brick pavement of marvelous roughness, well sprinkled with large holes and hollows. It was tough stuff to navigate at the speed necessitated by the schedule.

Some dissatisfaction was expressed over failure to indicate a detour near Pittsburgh on the first day's run. The turn wasn't marked, neither did the route sheets mention a detour, as cards printed for last year's run were used. Consequently many who were not familiar with the course failed to turn off there and did not learn their mistake until after riding several miles, when they had to turn back and find the correct route, thus losing much valuable time.

J. C. Cole, the Ace sidecar entry, took a leisurely start and rode all morning of the first day just fast enough to keep up to schedule. He had a new motor that had only recently been purchased, and was "breaking it in" on this run. He hung back until late in the afternoon, then stepped out as they approached Pittsburgh and was one of the first sidecar outfits at the evening's control.



The Indian Sidecar Team—Raymond Schell, Harry Hart and Arthur Jones—won the team prize in the Pennsylvania State Endurance Run from Reading to Pittsburgh and return. This team was the only one which finished with a perfect score

With the Trade

GOODYEAR BLOWS THE WHISTLE

Akron, Ohio—Forty-five blasts of the whistle sounded simultaneously from every Goodyear mill in America, announced to the world that the corporation has completed the making of 45,000,000 tires.

ELLIS HAS SOMETHING "SOFT"

Boston, Mass.—George A. "Usco" Ellis likes to ride easy and he has an idea that there are others, so he has taken the distribution for the United States of a patent sheep skin saddle cover. The cover is made with the fur side out and can be easily adjusted to any motorcycle saddle. Ellis tried it out on his Boston to Chicago and Boston to Washington trips last Fall and says it's great stuff.

NEW FIRM IN CHICAGO

Chicago, Ill.—The Security Cycle Company has been organized by I. Steinberg for many years, a well known bicycle dealer and inventor of this city. He has taken into the organization with him L. H. Reif, as secretary, and Joseph Reif as treasurer.

J. P. Klawitter has been made vice-president of the company, and the principal item of manufacture will be a self-locking bicycle head that has passed the tests of the underwriters, and will permit the rider to secure theft insurance on his bicycle if he so desires. The new company is now in production and the main office is located at 6342 North Clark street. An advertising campaign is being planned for the new product and distributors will be appointed in various parts of the country.

STANLEY KELLOGG RETIRES

Bridgeport, Conn.—Stanley T. Kellogg who for the past eighteen years has been a prominent figure in the motorcycle industry, has sold his interests in the Kellogg Manufacturing & Sales Co., of this city, of which he was president and general manager, and announces that he is planning to retire from the industry altogether. For the next few months he intends to take a well earned vacation. Kellogg entered the industry by the same door as a great many others of the oldtimers, via the race track. When motorcycles were still an experiment he began winning contests on track and road, and has a collection of medals and cups equalled by no other American rider.

LEADERSHIP

How to Get Business

THE best cure for a business grouch is a good advertisement.

Advertise now and make sure of tomorrow's orders.

If you don't believe in advertising, believe in selling.

The proof of advertising is sales.

The money spent for advertising is part of the salesman's expense account.

If you need sales, advertise in **MOTORCYCLE AND BICYCLE ILLUSTRATED**.

If your salesmen need help—**ADVERTISE**.

When the volume of business is below normal, it's the advertiser whose total holds up.

When competition is keen, advertise all the harder.

Let **MOTORCYCLE AND BICYCLE ILLUSTRATED** tell your sales story to cycling men who buy.

It is ten years or more since he has taken active part in competition. His first business connection in the industry was with the Hendee Mfg. Co. as special sales representative. Later he became distributor for the Excelsior and Henderson, and in addition, has during the past few years engaged in the manufacture of special tools and equipment for motorcycles. He is a member of the M. and A. T. A. competition committee.

IMPROVED LIGHTING UNITS

Los Angeles, Cal.—The Harvey Machine Co., of Los Angeles, who for several years have devoted considerable attention to the problem of motorcycle lighting are now marketing what they are pleased to term their "Improved Lighting Units" under the trade name "Steadfast." The units comprise a generator and a regulator used as a non-battery or a battery charging system.

Non-battery lighting is a system in which the lights are supplied with current directly from the generator. A battery-charging system is one where the lights are supplied with current from a storage battery which is charged by energy received from the generator.

Any "Steadfast" generator and regulator is adaptable to either system. The generator and regulator are separate units. Thus the regulator can be mounted out of the grease and dirt in more accessible locations. The generator is simply a two-brush, two-pole, ironclad dynamo. Great pains have been taken to balance its proportion. It is thus peculiarly adapted to field control. All generators are alike and are provided with the necessary screw holes so that a mechanical cutout can be screwed on if desired for battery charging. The cutout has heavy silver contacts. The generator has a round tubular body which can be clamped in any horizontal position by means of a flat strap to a suitable mounting bracket. Fittings have been developed for all makes of motorcycles. Since the generator armature is directly driven any manner of drive can be applied. However, for the sake of simplicity a belt drive is regularly furnished. The ball bearings are unusually large, in suchwise insurance is given against heavy radial loads. A cup cover protects the brush rigging from dirt and weather and allows ready access to commutator and brushes. The regulator, however, is the element wherein a decided improvement is noted. In plain words it is a safety valve wherein the pull of a magnet is balanced by a spring. The pull of the magnet is the measure of a certain number of volts provided that the magnet is wound with fine wire and shunted on the line; and is the measure of a certain number of amperes provided that the magnet is wound with fewer turns of heavy wire and connected in series in the line. The usual conception of a magnet consists of turns of wire around an iron core. This idea is somewhat modified in the regular design because it was necessary to develop a magnet that had no lag or holding on tendency. The result is a design that is distinctly different. It is obvious that the regulator has no structural connection with the generator, neither does the speed nor the ampere load have any bearing on the regulator functioning in a voltage controlled system. The regulator controls one factor only, disregarding variations in all others. An automatic flexibility is thus assured, providing equally good results for non-battery and battery-charging systems.

HE'D LOOK HAPPY, PROSPERITY IS ON THE WAY

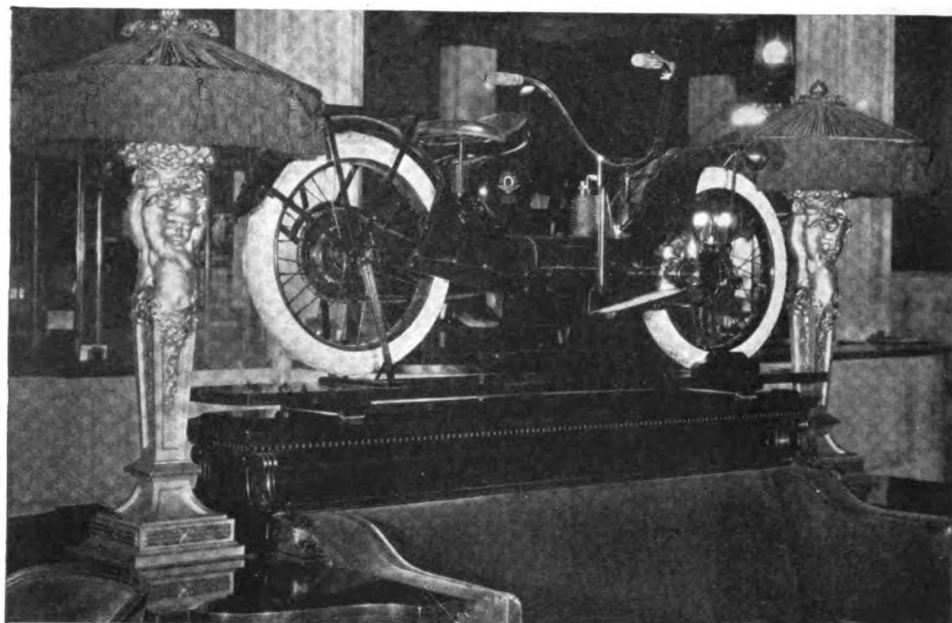
Chicago, Ill.—That one grin is worth a dozen groans is apparently the philosophy of the Edwards & Crist Co., as evidenced by the following snappy editorial in *The Punch Press*, house organ of the company: "Hello, Mr. Dealer, I am little Paul Revere, just rushed in to tell you the prosperity special has been delayed on account of a wreck and Miss Prosperity will not arrive on schedule time. Yes, a head-on between the Christopher Columbus Limited from Genoa and the Rip Van Winkle Express from Washington.

"You see it was like this. While Johnny Bull George and Fleur de Lis Poincare were clinched over whether Bolshevik Sovieto should be used as a hypodermic or just rubbed on the joints; and Gamaliel Harding and Eamon de Valera were sparring over whether Jack Dempsey should be President of the United States or Ireland,

THE Sinclair Militor sales manager is getting good results from his plan of keeping a "neat rider" mounted on a Militor two-passenger sidecar combination in the limelight on New York streets. Wherever there is a gathering, a parade or anything else that draws an unusual crowd there you will



see the Militor and its neatly clad driver. The appearance of the rig always attracts attention, and questions are cheerfully answered by the driver.



A classy car in classy surroundings. The Neracar displayed in the lobby of the Onondaga Hotel at Syracuse, N. Y.

Babe Ruth fell asleep at the switch between Sleepy Hollow and the foot of Kenesaw Mountain Landis bumped him right into the lap of two Go-Getters over in Cuba who soaked him to the tune of a hundred and thirty thousand, a-la Margaret Hill.

"Yes, yes, it was an awful wreck. Few were killed and many wounded. They had to 'Borah' hole in the dome of the 'Lodge' to give 'em air and put a Reed in the Boot-Legs of Volstead for grape juice highballs.

"Speaking of grape juice, you know W. J. Bryan and Henry Ford are holding a post mortem to find whether Moses or Darwin is responsible for Peggy Joyce and Fatty Arbuckle.

"So you see as long as these momentous questions are occupying the great minds of the world, there is no use to talk about a little thing like Commercial Prosperity.

"Anyway the Boss told me to step in and tell you that Miss Prosperity is on the way. We expected her on the Lightning Express in April. She will come on the Local, maybe in June or maybe not till July or August, but she is coming.

"How shall I entertain her?' Well, every fellow has his own way. I advise you shine the place up a little. 'Wash the windows and scrub the floor and polish up the handle of the big front door.' Lay in a nice little stock of things. Put new paper on the pantry shelves, arrange everything nice and convenient like so you can handle her fast. Better serve kind o' cafeteria style and save expenses.

"Give her the jazz time music, boys. 'Catch her quick and treat her rough. Tell her nothing, that's enough.' Make it snappy. Give her a warm reception—make her stay."

HOME TOWN PROUD OF NERACAR

Syracuse, N. Y.—Local pride in Syracuse products always runs high, so it was but natural that the Onondaga Hotel should offer the Neracar Corporation their prize space in the lobby of the hotel to display a Neracar. This exhibit has resulted in sales and inquiries from many sources both domestic and foreign, as it brings the Neracar prominently before the large commercial and tourist travellers who "make" Syracuse in their trips and tours. At almost every hour of the day, the Neracar is surrounded by an admiring crowd who are quick to recognize its many unusual and unique advantages.

NEW FLXIBLE PRICES

Loudonville, Ohio.—The Flxible Company announces a new schedule of sidecar prices to bring the figures down to pre-war schedule. The new prices are as follows:

The Full-Flxible—
Scout Rambler, \$100.
Scout Speedster, \$105.
Regular Rambler, \$105.
Regular Roadster, \$110.
Regular Speedster, \$110.
Spring Brace or Rigid—
Scout Rambler, \$88.
Scout Speedster, \$93.
Regular Rambler, \$93.
Regular Roadster, \$98.
Regular Speedster, \$98.
Two-Passenger, \$118.

NEW ACE TRAVELER IN SOUTH

Philadelphia, Pa.—D. D. Shearin, who is the latest recruit to the Ace staff of traveling representatives, was for several years associated with Gus Castle, the veteran distributor of Atlanta and is intimately acquainted with the trade and trade conditions throughout the South. He is covering his territory on an Ace motorcycle outfit with sidecar and reports that much interest is to be observed among riders and dealers wherever he goes.



D. D. Shearin, new Ace traveler in the South

KRUGER NOW WITH NERACAR

Syracuse, N. Y.—W. H. Kruger, better known to the motorcycle fraternity as "Skip," who has been manager of the motorcycle department of the Broadway Cycle Co. of Philadelphia, Pa., has joined the sales department of the Neracar Corporation. "Skip," who has been a rider of the heavy weights for the past ten years, doing track riding and endurance running, does not carry the idea that the big fellows are going out of business, but from his experience of the last few years he feels sure that the future motorcycle development is going to lead more and more towards the light-weight. As Kruger says: "From my own experience, I have found that there is a growing demand for a light weight machine that is easy to handle and economical to operate. I believe I have driven every kind of motorcycle that has ever been manufactured in this country, and after my experiences with the Neracar I am convinced that it is the machine of the future and that purchasers will demand from now on a machine that can be driven in any clothes and that protects the rider from the mud, oil and grease." "Skip" will cover the New Jersey and Atlantic Coast territory in the interests of the Neracar.

SWITZERLAND BIG BICYCLE MARKET

Washington, D. C.—During the past three years the Swiss market has absorbed an average of 72,000 bicycles per year, 95 per cent of which were imported, says the American Consulate at Geneva in a report to the Department of Commerce. These post-war figures are probably high because of restricted importations from 1914 to 1918, but, due allowance being made for this, the evidence still points to Switzerland as a valuable market for bicycles. Bicycles are in common use by the Government for police, postal and military service; the small merchant for delivery purposes; racing cyclists for sports; and the general public for everyday use. It may almost be said that a bicycle forms a part of the household equipment of the Swiss family. An index to the proportions of the business in southwestern Switzerland can be found in Geneva (a city of 135,000 population) where there are more than 80 shops handling bicycles and supplies. In addition to bicycles, there is a ready market for light sidecars capable of carrying up to 100 pounds, for delivery purposes; tire repair materials and tools; and cheap bells and lamps. Some of the distinctive features of the bicycles used in Switzerland are a low gear ratio on account of the mountainous nature of the country, with occasionally an arrangement for changing gears; hand brakes in place of, or in addition to, coaster brakes; and the almost exclusive use of double-tube tires. The size of tires used is standard—28 by 1½ inches. There are only three Swiss firms manufacturing bicycles—The Condor Co., Courfaivre, Canton of Berne; B. Schild & Co., Bienne, Canton of Berne; and the Ruegg Co., Uster, Canton of Zurich. Their output is high grade, and being supported by government orders, they have the benefit of a steady demand, but as they only turn out between 3,000 and 4,000 bicycles a year, they can not possibly meet more than a small percentage of national requirements.

MODEL K HENDERSON DISCONTINUED

Chicago, Ill.—The Excelsior Motor Mfg. & Supply Co. announces that the manufacture of the Model K Henderson has been discontinued. In making the announcement Sales Manager Gid Haynes says: "Our stock of materials for these models is entirely exhausted and as the De Luxe Model is a better machine in every respect, from now on we will concentrate on it."

What Motorcycle Clubs and Riders Are Doing

READING CLUB TO CLIMB JULY 16

Reading, Pa.—The Reading Motorcycle Club has arranged a hill climbing contest and a picnic on July 16, at Possum Hollow, ten miles northwest of Reading.

DUNKIRK RACES POSTPONED

Dunkirk, N. Y.—Due to damage done by recent storms it has been necessary to postpone indefinitely the race meet which was to have been held on Dunkirk track, July 4.

CALGARY CLUB ROOMS

Calgary, Can.—The Calgary Motorcycle Club now boasts club rooms of its own on First street West. The members and friends held a club run last Sunday to Elbow River intake, the riders playing baseball and picnic sports at the objective point.

SOUTH BEND RACES JULY 9

South Bend, Ind.—Motorcycle races will be conducted by E. F. Wegner at Springbrook Park track, Sunday, July 9. The entire track is being resurfaced and Mr. Wegner assures riders that it is entirely safe. Mr. Wegner also has a meet scheduled for Sunday, July 16, at Jackson, Mich.

MORE SPEED HOUNDS

Chicago, Ill.—Chairman Coffman announces the addition of the following to the list of professional riders who will probably ride this year:

Earl Buzzell, 726 Benjamin street, Elmira, N. Y.

Roy B. Cuer, 103 Westmont avenue, Elmira, N. Y.

H. G. Welty, 83 East Market street, Corning, N. Y.

CLASSY BILL AT SINGAO

Singao, N. J.—A classy bill of motorcycle racing has been arranged for July 4 at the half-mile track at Singao. The program includes a one-mile time trial, professional; three-mile 30.50 solo, professional; five-mile 30.50 solo, professional; ten-mile 30.50 solo, professional, and two sidecar races, a three and a ten-mile. A five-mile amateur solo is also included.

The Motor Racing Corporation, of Newark, N. J., is conducting the meet and the promoters are assured of the entries of Gene Walker, the Atlanta, Ga., speed king, and Paul Anderson, the Hoosier. Other riders of class are expected to send in their entries. Entry blanks may be secured by addressing the Motor Racing Corp., 518 Broad Street, Newark, N. J.

TOURISTS GO WEST

South Bend, Ind.—Motorcycle tourists from Pennsylvania and New Jersey passed through South Bend last week. James Walsh, of Westfield, N. J., had piloted a Harley-Davidson sidecar outfit 900 miles on way to Wisconsin. He called on the South Bend Harley-Davidson dealers, Hagedorn & Webster, 216 East Jefferson boulevard, and left Sunday, June 18, for the lakes region of Wisconsin, stopping at Michigan City to take in the gypsy tour and rally of the Chicago Motorcycle Club and riders of Northern Indiana. Another tourist, L. O. Morgret, of Everett, Pa., rode 602 miles to reach South Bend on his way to Chicago. He will return by way of Cleveland, O., and upper New York. He is driving an Indian Big Chief model.

DANBURY RACE PROGRAM

Danbury, Conn.—Horace P. Murphy, who is promoting the motorcycle race meet on the half-mile dirt track at the Danbury, Conn., fair grounds, July 1, announces a program of seven events, two of which are for amateur riders. The prize money is more attractive than is usually the case for short races. The rider making the fastest time in the one-mile time trials will get \$25. The three-mile solo and five-mile sidecar amateur riders will draw down merchandise prizes worth \$25, \$15 and \$10 for first, second and third places. The five-mile solo open purse is divided \$60, \$30 and \$10, and the ten-mile solo open purse is \$100, \$50 and \$25. The five-mile sidecar open draws \$75, \$35 and \$15. The final event will be a six-mile miss-and-out open, with \$50, \$30 and \$20 hung up to race for.

CHICAGO'S NEW FEMININE RIDERS

Chicago—Mrs. B. J. Barry of 4444 North Ravenswood avenue has joined the ranks of the lady riders of the city. C. H. Lang, Harley-Davidson distributor, has delivered a new sidecar outfit to her, and now she goes touring with her family. Mrs. Anna Dixon of 1801 University avenue, wife of motorcycle



Mrs. B. J. Barry, Chicago motorcycle enthusiast

officer Dixon, who is a veteran rider, also has a new outfit, finished in Kissel blue, trimmed with black and white wheels. This gives the sidecar and motor a natty appearance, and with the neat riding suit Mrs. Dixon has adopted makes the new sidecar outfit stand out in any crowd. Her friend, Mrs. Bessie Gliese of 633 West 59th street, also has an attractive sidecar outfit, and is an enthusiastic rider.

JEROME BOY WINS DETROIT CLIMB

Jerome, Mich.—Frank Reid, of this city, on a stock De Luxe Henderson, won the amateur and 80-cubic inch open classes at the annual hill climb of the Wolverine Motorcycle Club of Detroit. Reid's time in the 80-cubic inch class was 12 4/5 seconds and in the novice event it was 13 3/5 seconds. The old Excelsior record of 11 3/5 seconds for the hill made by Young Berman last year was not broken.

HERRICK WHOLE THING AT ROCHESTER, MINN.

Rochester, Minn.—Leo Herrick, Harley-Davidson, was the bright particular star in the hill climb staged here June 18. He captured the 80 cu. in., 74 cu. in. and 61 cu.



Wells Bennett, Seattle Climb Star

in. expert events and lowered the hill record by almost cutting it in half, setting a new record of 5 4/5 seconds as against the old one of 11 seconds. Dave Lindberg, Harley-Davidson, got second place in the 61 and 80 events and Joe Shemach, Indian, was second in the 74 in. event.

SECRET HILL CLIMB

Twin Cities, Minn.—Recently the Twin City Motorcycle Club, Minneapolis and St. Paul, held a Secret Hill Climb under M. and A. T. A. sanction. This is a new stunt and works as follows: No one but the captain knew where it was, so there was no practice trials and everybody was on an equal basis so far as this feature was concerned. The captain led the bunch around for awhile, bringing up at the Old Ski Slide on West 7th street, Minneapolis, and the fun began. Better than 300 were in attendance and it was a huge success. The course was 150 feet, with about 65 degrees grade. Only one rider went over the top. While no accidents occurred, those present were entertained by a number of thrills. Only standard skid chains were allowed. One rider got away to a bad start, stopped middle way up and came down backwards, parting with his mount in a spectacular manner, landing on his head, which, they say, is the reason for the scarcity of foliage he enjoys. Another rider parted from his machine in the middle of the hill, the machine, going on its own, somersaulted to the bottom of the hill without damage to rider or machine. Prizes were awarded on the hill immediately after the climb, so there were no protests, everyone being satisfied. The officials were H. A. Kent, referee; Guy Webb, starter; W. H. Carey and Oscar Becker, timers; William Schuabel and C. Hall, scorers, with C. H. Corn, clerk of course.

5,000 WITNESS COAST CLIMB

San Francisco—A crowd of over 5,000 spectators witnessed the South Pacific Sectional hill climbing contests of the Golden Gate Motorcycle Club on hill 57, south of the city, June 18. The course was 750 ft. on a grade of 62 per cent. over rough going. There were 32 contestants in the different events. Some excellent riding was done by several Chinese boys. Finnegan Spear, Archie Rife and E. Roylance were the only three who went over the top.

Summaries:

37 cu. in., novice—B. Burrows, Indian Scout, 440 ft.; Harry Wong, Indian Scout, 313 ft.; Wong Ging, Indian Scout, 188 ft.

61 cu. in. stock novice—F. Carroll, Harley-Davidson, 440 ft., 8 in.; Mike Colonic, Excelsior, 436 ft.; T. Davis, Harley-Davidson, 355 ft.

61 cu. in. stock novice—W. A. Madison, Indian, 483 1/2 ft.; Nelson Bettencourt, Harley-Davidson, 469 ft.; L. Rodino, Harley-Davidson, 466 ft., 7 in.

61 cu. in. stock expert—E. Roylance, Harley-Davidson, over top, 36 4/5 seconds; F. Spear, Harley-Davidson, 518 1/2 ft.; Archie Rife, Indian, 476 ft., 8 in.

80 cu. in. free-for-all—Finnegan Spear, Harley-Davidson, over top, 36 2/5 seconds; Archie Rife, Indian, 44 seconds.

The National Guard Signal Corps furnished and operated the telephone and checking system. Bob Erick, of Firestone, acted as starter.

INTERNATIONAL CLIMB AT SEATTLE

Seattle, Wash.—Gypsy Tourists who congregated at Green River Gorge to witness the first international hill climb, Sunday, got their money's worth and then some. Forty amateur and professional steeple climbers took part in the contest. The course is approximately 250 feet long and good and plenty steep. No one succeeded in reaching the top. The best distance was made by Fred Lindsay, Excelsior, who set a mark of 157 feet up the 81 per cent grade. Lindsay won the 61 expert class and got second place in the free-for-all. The free-for-all was won by Wells Bennett, Excelsior, who also got second place in the 61 expert class. Roy Shreck, with an Indian Scout, showed up the other novices who rode 61 inch machines by taking first honors. The 80 inch novice was won by Alvin Forsberg, on an Indian powerplus. The 37 inch expert was also won by an Indian rider.

HETTINGER LANDS POLICE ORDER

Reading, Pa.—The City Council has awarded a contract to Hettinger Bros., this city, for four police motorcycles and sidecars, reverse gear equipped, for \$2,010, and the used machines, three in number, now owned by the police. The four new machines will be Hendersons, four-cylinder de Luxe model.

Orie Steele Swipes the Honors

Paterson, N.J., Boy Grabs Most of the Glory in Martin's Creek Hill Climb—
Gypsy Tourists Have Great Day

THIRTY-FIVE HUNDRED people, most of them motorcyclists, gathered on the slopes of Brodt's Hill in Martin's Creek, Pa., Sunday, to witness the first annual hill climbing contest of the Triple City M. C. of Easton, Pa.

Orie Steele, from Paterson, who makes a practice of winning hill climbing championships, was the bright and shining star of the day. Orie was on deck with a flock of fast Indians that could not be denied, so he romped off with five events out of five entered. Incidentally that Steele person hung up a record for the hill—11.03 seconds—in the seventy-four-inch open.

Martin's Creek was the Mecca (town in Arabia, not a smoke) for all Gypsy Tours within a radius of 100 miles. All day long riders rolled into the little cement town tucked away in the hills of Pennsylvania. Traffic, the like of which was

never seen before, passed up and down its one main street. From York, Lancaster, Philadelphia, Trenton, Newark, New York, Brooklyn, Paterson, Passaic and Newburgh, not overlooking Shenandoah, Reading, Harrisburg and Allentown, the motorcycle tourists came.

Even the weather man was there, the rain maker was a brief visitor and went before he had soaked the course beyond riding. After that the sun came out strong and torrid. The ice cream and pop stands were as busy as the hill climb officials.

THAT 74 EVENT CUP

The first event was a seventy-four-inch open. This was held because back four or five years ago at Port Jervis a cup was put up for the man who won it three times in a seventy-four-inch event. When Orie Steele shot across the finish line after his characteristic arrow-like climb and his

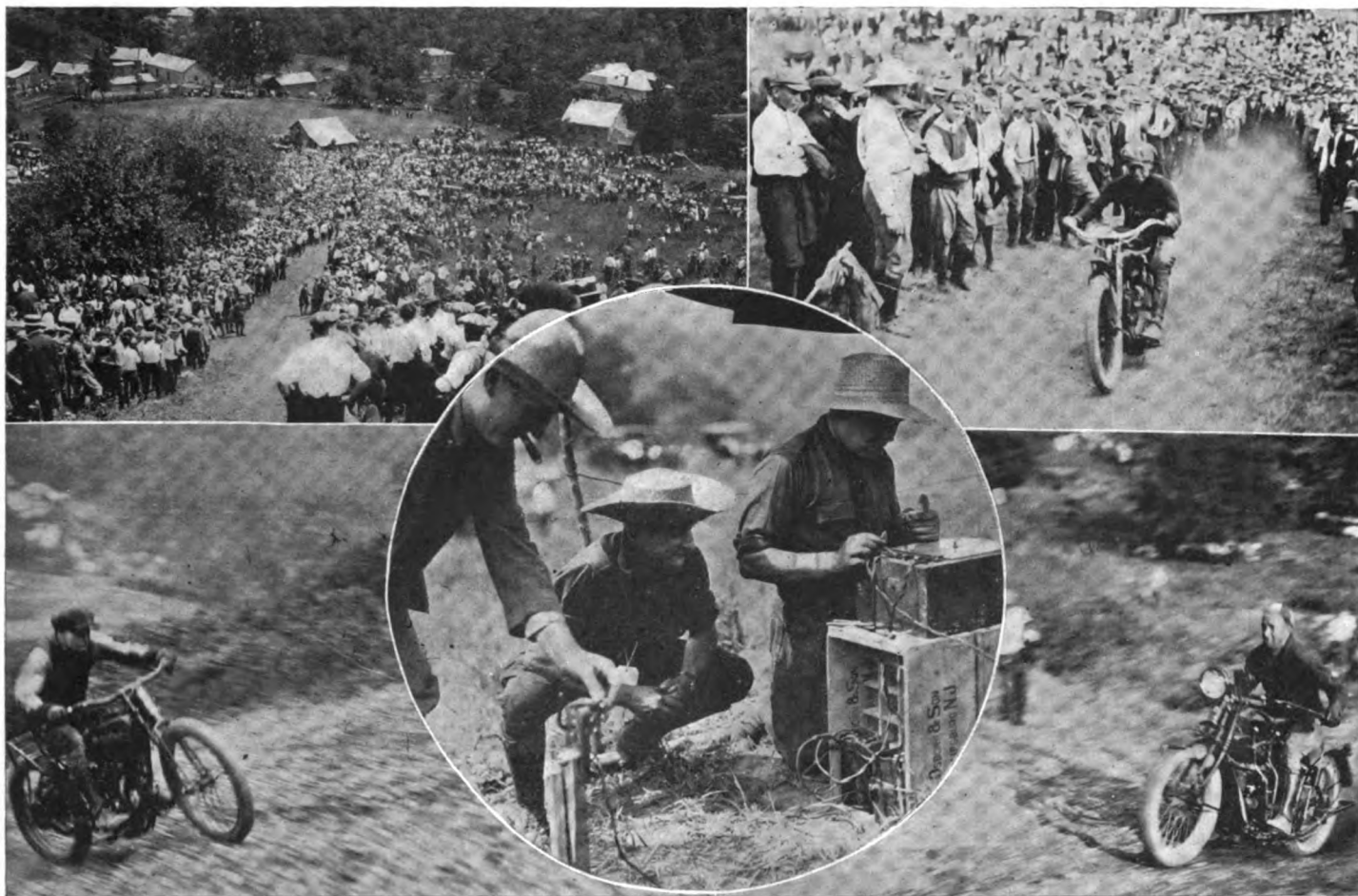
time was announced at 11.03 seconds he became the owner of a quarter interest in the cup. According to Forrie, who should know, the previous winners of a leg on this trophy are Terpening, Forrie, Pink and now Steele. It is hoped that by 1930 the cup will have reached a final winner.

Frank Forrie, riding a Harley-Davidson, was second in this event with a climb in 14.34 seconds, his first and best attempt. Harold Gardner, local Indian dealer, traveling in fast company for the first time, placed third with a 15.59 seconds ride. The young lad is good and needs but a few more climbs to take his place with the top notchers.

Reggie Pink, Reading-Standard, still jinxed, got water in his tank or carburetor during the shower previous to the climb. His attempts to start were futile, then he went on a hunt for the trouble. By the



Early morning snapshots at the start of the Metropolitan Gypsies from Newark, N. J. The dog was sleepy and yawned, so his picture blurred



Scenes at the Martin's Creek hill climb. Left top, the crowd lined along the course. Right, Orie Steele breaking the tape on one of his winning rides. Below left, Reggie Pink, who was second in the open event; right, Frank Forrie, who won the 4-cylinder event. The timers in the center

time he was ready his 20 minutes between climbs had passed and Referee Anderson ruled that any further trials were forfeited by Pink.

In the eighty-inch open, Orie Steele put his smoky Indian over the course in 12.02 and 12.023 seconds, better than his competitors, but not as good as in the first event.

Reggie Pink, with the bowl of his carburetor filled with gasoline, sent his ReadingStandard into second place with a 13.02 ride.

Ray Coryell, arriving late, was impressed into service as Harley-Davidson star, displacing Forrie, much to the latter's disgust. Coryell, lacking practice, managed to land third place with 14.01 seconds, his best ride.

In the sixty-one-inch event Steele made one ride in 12.28 seconds then watched the others shoot at his mark. Coryell, on a Harley-Davidson, pulled out a fine climb in 13.68 seconds and placed second. Al Bernasconi, Indian, the Wild and Woolly Wop, stuck to it and after two failures got over in 20.68 seconds and placed third.

Orie Steele, with a Scout, achieved his greatest honors of the day when he sent his little thirty-seven-inch motor over the top in 30.69 seconds on his third trial. Joe Stern, with his brother Julius' Scout, landed second and Tunis Regenberger, the Pride of Totowa, grabbed third. He is a

native of that same section as Steele and has winning ways.

Steele again roared and kicked up Mr. Brodt's hill when he won the eighty-inch sidecar open event. He got up to 410 feet before a side drag pulled his sidecar wheel around and stopped him. Nemo Perini, local Harley-Davidson rider, nosed into second place with a 356-foot climb, beating Reggie Pink, Reading-Standard, by 9 feet.

FORRIE TAKES FOUR-CYLINDER HONORS

Frank Forrie, this time riding a Henderson, won the four-cylinder event with a rise of 450 feet on his first attempt. Forrie then became a spectator and saw several unsuccessful attempts at his mark. Alex Morrison, Ace, was second with 382 feet and Brown, another Ace rider, placed third with 370 feet.

In the closed club event, Bowne, Indian, seemed to have it all his way with a 390-foot climb. Perini was second on a Harley-Davidson, with 356 feet. The crowd had left while this event was on and there may be more to put in about the climb, but this looks like enough.

Chester Berg. Carter Carburetors, began to smile at the finish of the first ride Steele made. He increased it to a broad grin when Steele made his fifth scalping. Carter Carburetors are back in the game.

In addition to Steele, Pink used the same make on his ReadingStandards.

The Shenandoah Motorcycle Club camped on the hill Saturday night. They had full camping paraphernalia right down to a chef who served the chow in an appetizing manner. The summaries:

74-inch Open Solo—

		(Time in seconds)
1	Orie Steele, Ind.....	11.03 11.38
2	F. J. Forrie, H-D.....	14.34 17.02 16.78
3	H. Gardner, Ind.....	15.59 17.01
4	R. Pink, R-S.....	.....

*Climb not allowed—25 minutes late.

80-inch Open—

1	Orie Steele, Ind.....	12.02	12.023	.....
2	R. Pink, R-S.....	13.02	13.024	13.672
3	Ray Coryell, H-D.....	14.45	14.42	14.01
4	H. Gardner, Ind.....	17.63	16.94	16.73
5	Al Bernasconi, Ind....	F	20.06	25.63
6	N. Perini, H-D.....	F	F	F

61-inch Expert Solo—

1	Orie Steele, Ind.....	12.28	.....	.....
2	Ray Coryell, H-D.....	13.94	13.68	14.44
3	Al Bernasconi, Ind.....	F	F	20.86

37-inch Expert Solo—

1	Orie Steele, Sct.*	400 ft.	460 ft.	30.69 sec.
2	Joe Stern, Sct.....	265 ft.	300 ft.	265 ft.
3	T. Regenberger, Sct.	F	300	265

*Over top.

80-inch Sidecar Open—

1	Orie Steele, Ind.....	379 ft.	365 ft.	410 ft.
2	N. Perini, H-D.....	315	320	356
3	R. Pink, R-S.....	347	200	200
4	J. Stern, Ind.....	250	252	200

80-inch Solo (four cylinders only)—

1	F. J. Forrie, Hend.....	450 ft.	.....	.....
2	Alex Morrison, Ace.....	360	382	F
3	A. Brown, Ace.....	326	370	F

61-inch Closed Club—

1	E. Bowne, Ind.....	390 ft.	.....	.....
2	N. Perini, H-D.....	300	.....	.....
3	M. Dulac, H-D.....	250	.....	.....



The New Reflex Ignition Factory

Little Journeys in the Cycle Field

By W. H. Parsons
No. 11

WE landed in Cleveland on Saturday afternoon and hastened to get rid of a layer of soot, comb the cinders out of our hair, don fresh laundry and our niftiest neckties for Advertising Manager George C. Williams, who considers that part of the U. S. A. his special territory and makes headquarters at Cleveland when on the road, had written that he was on his way West and said he'd blow himself to the dinners for three if we got to Cleveland in time Saturday evening. Williams is a bachelor and he's a right nifty dresser. If he ever had a wrinkle in his coat or a bulge in the knee of his trousers, no one ever discovered them. So we made it a point to look our prettiest and be a credit to him in his own territory, but we had to admit we were outclassed, though he was generous enough to say he thought we'd pass muster in his favorite restaurant. It was a good dinner and we had a table on the edge of the dance floor where we could see all there was to see. No, we didn't dance. "F. M." and I are both getting wide around the middle, and would rather watch some one else than do it ourselves. Besides, ours was a stag party. I haven't any doubt that Williams knows several nice young ladies in Cleveland, but he didn't introduce any of them to us. It

was just about theater time when we had finished, and "F. M." suggested that if I would buy the cigars, he would buy the theater tickets. This looked good to me but I didn't get off quite as easy as I expected. He filled his pocket with a supply for Sunday smoking. On the way out, we met Mr. and Mrs. H. P. McWilliams at the check room, when we redeemed our hats. I hadn't seen "Mac" since he transferred his activities from the selling of Firestone tires to the selling of automobile heaters and moved from Akron to Cleveland. We swapped gossip about things in general, and it was clear to me that Mac still has a soft spot in his heart for the cycle field. I wouldn't be a bit surprised to see him back with us one of these fine days, announcing "progress" when President George T. Briggs of the M. and A. T. A. asks for his report of the Dealers' committee.

"F. M." picked a vaudeville, not very good and not very bad, and when it was over we went back to the hotel, made a date to meet for a late breakfast and called it a day. Sunday we loafed and smoked, smoked too much I guess, for Monday morning F. M. complained of a headache and told Williams and I that

it was up to us to make the trip we had planned to the home of the Reflex Ignition Company without him.

We found President C. W. Fenner busy, but not too busy to show us through the new factory, in which he takes a great and justifiable pride. The Reflex Ignition Co. started out in 1910 in a little one-story frame building and has grown steadily, until it now occupies a light, airy and sanitary home in a big steel and concrete two-story building, 160 x 320, which was built in 1919. In between there were several moves, all of them to meet a constantly growing demand for more space. The first move was in 1914 but orders came in so fast that in less than a year another move was necessary. In 1916 fire forced a suspension of manufacturing until temporary facilities were obtained in a frame structure on the site of the present factory, which was completed in 1919.

During the war the plant was given over to government work and the selling organization of the company was badly disorganized, but as soon as the war was over President Fenner started out to rebuild it. Now he has his jobber and dealer distribution in good working order and the plant is going into production on a large scale. While there is no expectation of reaching capacity production in the



C. W. FENNER, president and treasurer of the Reflex Ignition Co., was born in Plymouth, Ohio, 45 years ago and has been hustling ever since. His first job after leaving school was with an auto supply company, but he is one of the kind who wants to be boss of his own business and as soon as he thought he had a grasp of the business he formed his own company, calling it the "Fen-Far Co.," auto supplies, of Cleveland, and became general manager. In 1910 he started the Reflex Ignition Company, and shifted from the selling end to the manufacturing, and has stuck to it ever since, steadily expanding until he is now at the head of one of the largest spark plug factories in the country. He has not made himself a slave to business, but has found time to do considerable hunting and fishing and also to take an active part in the community activities of his city. He does his share in the Cleveland Chamber of Commerce, is a member of the Athletic Club, a 32nd degree Mason and a Shriner. His favorite indoor sport is pinochle. He is married and has three children, two boys and a girl.

types are made, mica and porcelain jacket, and there is a Reflex plug for every kind of internal combustion engine.

For the motorcycle there are two special plugs, the "Baby Reflex," an enclosed type with patent baffle which keeps it clean, and the "Kid Reflex," an open and two-piece plug with special nickel points. Both types are made with either mica or porcelain jacket.

The making of a spark plug is a combination of automatic machine and hand work. The steel shells and brass knurls are turned out on automatic screw machinery. A long steel rod goes in at one end and the shells drop into a hopper as they are turned off the rod, until the entire rod is consumed and another is slipped into place.

To the visitor the assembling room is the most interesting part of the factory, for several reasons. To begin with, much of this work is done by girls, and Cleveland either has a lot of good looking ones or else the foreman who hires them for the Reflex factory has a good eye.

The reason that girls are employed is the parts to be assembled are small and require careful handling and adjustment. Girls are more deft and far more rapid at this work than men would be. It's nice, clean work and the girls like it. One of the operations in which the girls excel is the drilling of the tiny hole in the outer rim of the steel shell, and the insertion of the point which is bent to meet the center point.

Reflex plugs are tightened in an automatic friction machine, so that every plug is just as tight but no tighter than it should be. The best quality of copper and asbestos gaskets are used, for President Fenner has built up a reputation for the compression tightness of Reflex plugs and intends to keep it unsullied. The points are adjusted with accurate gauges and are ready for immediate installation and service when they reach the customer. Except for raw material, the Reflex is



W. R. VICK, general sales manager of the Reflex Ignition Co., is a native of Cleveland, born in 1890. His first real job was that of assistant sales manager of the Winton Motor Car Co., of Cleveland, which he held from 1908 to 1916, when he became sales manager for the Reflex company. He believes in first hand contact with the trade and spends about five months of the year on the road. To the hustling ability of Sales Manager Vick, much credit is given for the putting of the Reflex company in the forefront as one of the largest manufacturers of spark plugs in the country. Mr. Vick is an active sportsman. Baseball and football were his youthful favorites, but golf and tennis now have first place. He is a member of the Lakewood Country Club and a Mason. He is married and has a four-year-old son, whom he expects to some day fill dad's shoes, but he'll have to go some to do it, for dad is 6 feet two in his stockings and tips the scales at 198 pounds.

immediate future, there is a certainty of steady and healthy expansion.

The Reflex plant has a capacity of 10,000,000 spark plugs a year. They specialize and make nothing else. Two

independent of other manufacturers, for they make all the parts of their plugs in their plant. Raw material is received, and finished product shipped, in cars which



Automatic Screw Machines in the Reflex factory



Where the girls assemble Reflex Spark Plugs

Once more back in the office, which, by the way, gives evidence that the office manager has just as much of an eye for the good-looking ones as the factory foreman, we asked Sales Mgr. Vick his opinion of the outlook for the automotive industry during the summer months. He

answered that the plans for Reflex production were being made on the premise that the usual summer "let up" would not be nearly as noticeable this year as in the past. "The country has had all the vacation it wants for some time," he said. "People are a lot more concerned with keeping things moving than they are about where they can spend the hot weather loafing," he declared. "The best vacation most of us are asking for is a continued improvement in business. The announced reduction in freight rates is going to help a lot also. We are getting down to the place where every one can go ahead with a feeling of confidence that things are stabilized and it is safe to plan a year ahead. That's what we are doing, and our plans do not in-

And with this optimistic and encouraging viewpoint we have found many others in the trade in agreement.

When we got back to the hotel we found "F. M." feeling a lot better and studying the time table.

"Have a heart," said Williams. "Don't go rushing home just after you have got here."

"That's just it," was F. M.'s answer. "I've been away from home nearly three weeks and that's a long time. Got a letter from the son this morning and he wants to know if I'm going to stay away all summer. It's all right for a gay bachelor like you, but me, I'm getting homesick and I admit it."

(To Be Continued.)

ONST there wuz a Man who had been in the Employ of a serTain firm for a number of Yeres.

He wuz worth Good Money to that company because he wuz familiar with the product an' How it wuz maid; an' the Policies of the company in turning out High Grade stuff; an' he new the pecUliarities of the executives of the Firm; an' he new he could Kall nearly every employee by name—an' lots of 'em by their first Name. This Man wuz gettin' a Good salary Be4 the war broke out but it wuz increased several Times until he wuz drawing Big Pay.

Then a Affairs changed an' the Prices of the product begun to drop; an' bizness wuz dull; an' the Firm could have shut up Shop an' maid more money than to keep open, but for the Sake of their employees they kep' going. At last, however, a wage Cut wuz necessary an' later another.

Our Friend got Mad,—an' sed, "I'll not stand this. I'll go into bizness somewhere else."

He forgot that he had a real Service Value with the firm what he had been with so long, an' this Service Value represented what he new about that line of bizness, and he could do better there than anywhere else. But he Quit just the same.

He tried an' tried an' tried to get as good a job somewhere else. This wuz not as ezy as he had thought, for when he went out to Sell his Services he found that he had to offer them at Market Value an' he wuz in kompetition with men who could do as well or better than He in many different 'lines. His Actual Market Value *wuz much less* than his Service Value.

Won day he sat Down an' for the first time analyzed the siTuation, an' he wuz mighty sorry that he had quit the job

where he wuz worth more money than he wuz anywhere else. For the first time he learned the lesson that, *READJUSTMENT means paying what a thing is worth—and know more.*

When he Learned this lesson he wuz a sadder an' a wiser Man. He went back to eat Humble Pie, an' to ast for his ole place back. But it wuz filled. Then he asted for any place—an'found that the firm wuz layin' off men an' not takin' them on.

He had branes not to attempt to go into some little side bizness for hisself—besides he would have had 2 Mortgage his Home to do it.

Today he is in the Odd Job Bizness—doin' a little here an' a little there when he gets the chanst. But believe me, *he wishes, as only Men can who have maid this mistake, that he had understood the difference between Service Value an' Market Value.*



"When he learned this lesson he wuz a sadder an' wiser Man. He went back to eat Humble Pie, an' to ast for his ole place back. But it wuz filled. Then he asted for any place—an' found that the firm wuz layin' off men an' not takin' them on."



In McKinley Park, Dayton, Ohio

Dayton Has Big Bicycle Week

JUNE 10 will live long in the memory of nearly 150 Dayton, O., bicycle riders as a gala day. A decorated bicycle parade with all the St. Onge trimmings went over with the usual success. Not only was St. Onge here to help put the ride over, but W. E. Rogers, of New Departure; D. Sheridan Coughlin, of Morrow; Sam Davis, of Westfield Co., and Urban Birkenbach, one of the leading dealers of Columbus, took a hand at some real bicycle boosting.

But this was not all. The Davis Sewing Machine Co. had Messrs. Stodart, Manager of Publicity; Sales Manager Eicher, Snyder, Yates, Oberwegner, Albright and President Hawkins interested in the week of cycling activities. Just as the parade was to start from the office of the *Daily News*, the paper that fathered the event, along came the President of the Cycle Trades of America, Mr. Horace Huffman.

During the week's visit of St. Onge the *Daily News* carried two full pages of dealer advertising while the other papers, the *Journal* and *Herald*, stepped in and sold the dealers another three full pages making a total of five full pages of paid advertising on the 'week. The *Daily News* donated a fine silver cup for the school with the greatest number of riders in line. George Brandt, advertising manager of the *News*, taking quite a part in the success of the parade. Much

free publicity was given the affair. Chief of police Albach detailed five men to the start of the ride which was witnessed by a big gathering. The Davis Sewing Machine Co. donated a Davis-Made bicycle for the best decorated wheel in line while the dealers, consisting of F. J. Schultz, W. F. Meyers, M. S. Reed, Harry Kinsella, G. W. Shroyer, Niehaus & Dohse, Charles W. Welsh, donated prizes made up of useful bicycle sundries. The number of prizes totaled 20 in all.

During the week several schools were visited by St. Onge with Rogers and Coughlin where demonstrations were given. Hundreds of prospects for bicycles were discovered here.

Probably one of the best bits of publicity ever obtained for the bicycle was when this trio with Sam Davis paid a visit to the Cash Register works. Otto Nelson, a friend of St. Onge's, read of the cycling activities whereupon he communicated with Fred and between them an arrangement was made with Dr. Garland of the Welfare Dept. to have a demonstration at the wonderful plant during the noon hour on Friday. St. Onge rode one of the old style high-wheel bicycles in the demonstration. He also gave a short talk on the value of bicycle riding from a standpoint of health. Over 3,500 people, it was estimated, listened to the talk and witnessed the exhibition showing their approval by generously applauding

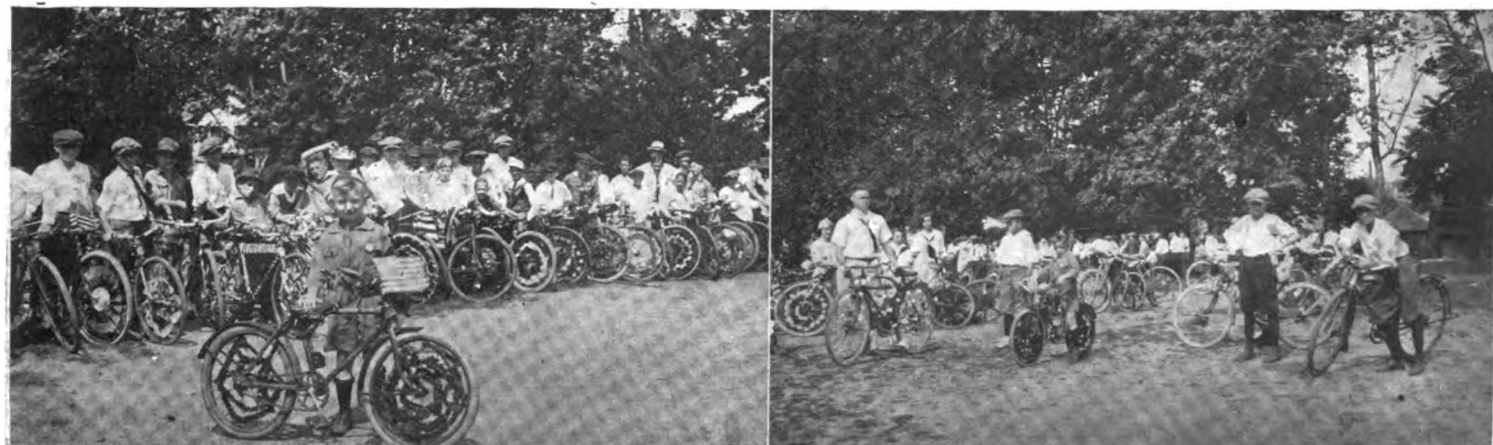
the cyclist. N. C. R. moving picture operator and a still camera man covered the event and these photos will be exhibited throughout the country at the offices of the N. C. R. Co. After the demonstration St. Onge, Rogers, Davis and Coughlin were the guests of the welfare dept. at luncheon and were then shown about the works.

The Davis plant came in for a visit one noon hour when Fred St. Onge was well received by the employees and executives and a short discourse was given on cycling. The lady riders of the Davis plant posed for the camera man with St. Onge and they also led the parade on Saturday on their beautifully kept bicycles which are supplied to them by the Davis Co.

FOURTH OF JULY CELEBRATIO

THE Santa Barbara Wheelmen will stage a bicycle parade on Independence Day at Santa Barbara, Cal., in connection with the annual patriotic municipal celebration and will use some of the Appeal Company's collection of historic bicycles.

Santa Maria, which is 95 miles north of Santa Barbara, near the Pacific Coast, will also have historic bicycles from the Appeal-Gates collection as important features in the street parade of July 4. Fred J. Greene, the Santa Maria cycle dealer, will be in charge of the bicycle section.



Some of the decorated bicycles at Dayton, Ohio

CYCLISTS TO TOUR EUROPE

WILLIAM M. BUTLER, Fred Hunicke and Carl Lindenschmit, three members of the St. Louis Cycling Club, sailed for Europe on the Cunard Line steamer *Berengaria*, Tuesday, June 20. Before they return home again parts of the countries of France, Switzerland, Italy, Austria, Germany, Holland and Belgium will be traversed in the order named. Among the principal places of interest to be visited en route by the bicycle crusaders will be both the Rhine and Rhone river valleys, the beautiful lake regions of northern Italy; Lake Como and Lake Lugano. While in Germany the cities of Berlin, Hamburg, Frankfort will command considerable attention besides a side trip to the historic little town of Oberamergau to witness the actual production of the Passion Play. Down in Sunny Italy, the unique and romantic city of Venice with its lagoons and gondolas will be the main attraction for the trio.

A brief outline of the tourists' route to their principal objectives laid out in advance and given to a Representative of *MOTORCYCLE AND BICYCLE* by Mr. Lindenschmit is as follows:

"Embarking from the Steamship *Berengaria* at Cherbourg, France, where the bicycles and equipment will be unpacked and assembled for the road we travel directly southeast to Paris, spending sufficient time to view the French Capital. Leaving Paris and passing through the city of Dijon (France) to Lake Geneva and traveling up the Rhine valley to the town of Brugg (Switzerland) visiting Lakes of Neuchatel and Brenne, then north over the mountains to Interlaken (Switzerland) situated between the Lakes Thun and Brienz. Interlaken to Luzern, then over St. Got-tard's Pass in the Lepontine Alps into the beautiful lake regions of northern Italy, visiting Lakes Dugano, Como and Lecco. From Como east through Italy to

Venice, then north to Innsbruck (German Austria) in the heart of the Tyrolean Alps."

"From Innsbruck up into Germany to Munich. Here a side trip will be made to Oberamergau to witness the Passion Play. Returning to Munich, then north to Nuremberg, Berlin and Frankfort. From here down the Rhine valley to Cologne, continuing on the Rhine into Holland visiting Amsterdam, The Hague, Rotterdam, Alkmaar and Haarlem, Leaving Holland into Belgium visiting Antwerp Brussels and a trip through the Battlefields of the War Zone. Returning through France to Cherbourg, from where we sail for home. About 2,000 miles will be covered in our interesting cycling tour of Europe."

STUDENTS TAKE TO BICYCLES

BICYCLING is gradually coming again into favor among students of Canton, O., high schools. It has been many, many years since our forefathers dressed in their knickers similar to modern golfing attire and the ladies in sporting wear and mounted the early models of two-wheel vehicles on pleasant afternoons; we could see society riding through the boulevards, enjoying the ride at ten miles an hour.

Despite the fact that bicycling dropped from favor with the entrance of the motor car progress has been made in their construction and style. There probably is not in Canton today one of the old timers with the immense front wheel with the small rear wheel with pedals attached at the hub of the large wheel. Today the bicycle is a complete machine in every respect with all sorts of necessary accessories.

Dealers in Canton say this is by far the best year for bicycle sales in many years. Board of Education officials encourage bicycle riding and provide racks where bicycles might be parked while students are attending their studies in the schools.

LINART WINS MICHAEL PRIZE

VICTOR LINART the world's champion, captured the Prix Jimmy Michael, a one-hour motor-paced race, named in honor of the late Welsh rider, at the New York Velodrome, Friday night, June 16. George Wiley, now of Father Knockerbocker's town, was second; Jules Miquel, France, was third, and George Colombatto, Italy, was fourth. In the hour Linart covered 42 miles and 1,370 yards. At the finish Wiley was about 100 yards back of the winner, while Miquel was about a lap. Colombatto had tire trouble and was out of it early. The race was the best-paced event they have staged and Miquel's performance was a good one. His motor encountered trouble and Miquel narrowly escaped a fall when his pacing motor "seized" and threw his pacemaker, Eddie Root. The Frenchman lost two laps before another pacemaker could come out.

Two match races featured the card. Alfred Gouillet and Hans Ohrt engaged in one, Gouillet winning in two straight heats. In the second Eddie Madden and Harry Kaiser opposed by Francesco Verri and Orlando Piani, the Italians, Verri won the first heat for his team in a very close race with Kaiser. In the second Verri and Piani were disqualified after winning on account of Verri swinging wide in the last straight. The third was won by Madden, who beat Piani up the home straight.

Anthony Young, the Newarker, inaugurated a new system of winning races in the five-mile open. Young, Peter Drobach and Carl Stockholm got a break on the field and by changing off pace managed to stay away from the rest of the field with the aid of plenty of stalling on the part of the other riders they were working with. In the last lap Stockholm led Young into the stretch and when it looked as though Stockholm was going to win Young reached out and grabbed Stockholm by the racing shirt and tights and pulled the latter back, Young winning with Stockholm second. To the surprise of everybody no action was taken by the referee. Ray Eaton won the two-mile handicap from scratch, Ray leading the rest of the pro. riders home in a neat sprint.

Earl Thompson, the Coast rider, won his first race when he took the half-mile handicap for the amateurs. Fred Spencer accounted for the two-mile Class A race and Louis Benazatti the New York race. Summaries:

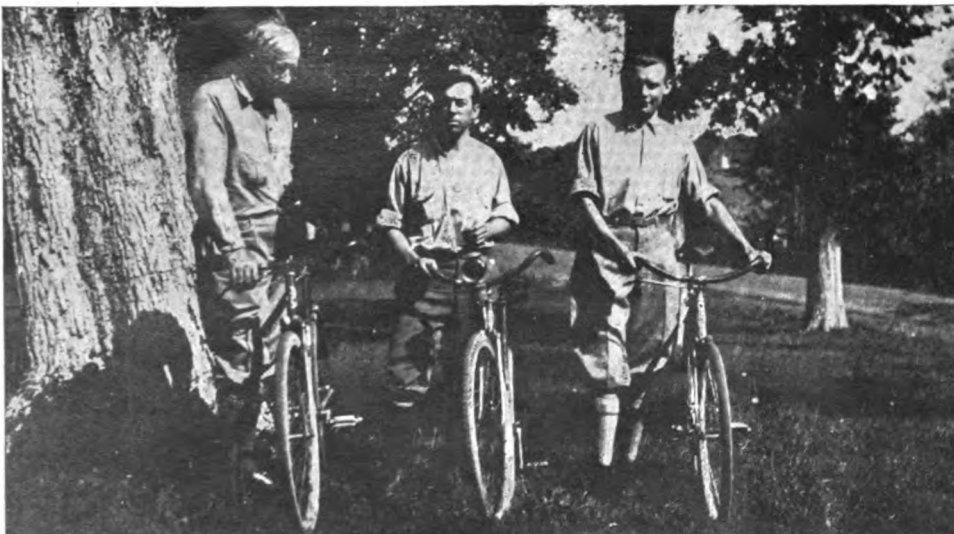
Half-Mile Handicap, Amateur—Won by Earl Thompson, 60 yards; second, Sam Gastman; third, Louis Benazatti, 40 yards; fourth, Gus Merkle, 60 yards. Time, 53 2-5 seconds.

Two-Mile Handicap, Professional—Won by Ray Eaton, scratch; second, Tom Bello, 110 yards; third, David Lands, 70 yards; fourth, John Bedell, 90 yards. Time, 3.58 3-5.

Five-Mile Open, Professional—Won by Anthony Young; second, Carl Stockholm; third, Peter Drobach; fourth, Alfred Gouillet. Time, 10.34.

Two-Mile Class A, Amateur—Won by Fred Spencer; second, Willie Grimm; third, Elmer Bundt; fourth, Sam Gastman. Time, 4.12 2-5.

One-Mile, New York Riders Only, Amateur—Won by Louis Benazatti; second, E. C. Bendi; third, Felix Patti; fourth, Louis Hibban. Time, 2.11.



Three St. Louis cyclists who will tour Europe. Left to right: William Butler, Carl Lindenschmit and Fred Hunicke

WHERE THE BICYCLE HAS A POWERFUL FRIEND

THERE is a newspaper campaign under way in Minneapolis, Minn., to arrange for a comeback of the bicycle.

The Minneapolis *Daily News*, one of the three daily papers in Minneapolis, recently printed an editorial on their front page asking for a popular referendum vote on the repeal of an old ordinance forbidding bicycle riding on the sidewalks.

That old ordinance was passed many years ago when bicycle "scorching" was at its height and automobile "speeding" was a thing unknown.

In those days alongside every sidewalk in the city was a bicycle path designed only for the use of cyclists. With the coming of the automobile and its speedier means of travel even than the bicycle the old bicycle paths were grown over and forgotten.

Now, with the paved streets crowded with flying trucks and autos and with an old out-of-date ordinance barring them from the sidewalk things have come to a pretty pass for the bicycle users.

It is on behalf of these cyclists, particularly the boys, that the *Daily News* has undertaken its campaign.

In the last two years there has been a great increase in Minneapolis in the popularity of cycling, particularly among boys from 10 to 16 years old.

Almost every boy of that age who can persuade his father to get him a bicycle or who has saved enough from working after school to get himself one is the owner of a bicycle.

Now arises the question of where can they ride. The old bicycle riding accommodations are gone. The ordinance forbids the use of sidewalks and the heavy auto traffic renders riding on the paved streets extremely dangerous.

The *Daily News* campaign to give the boys a place to ride has met with popular response.

WAGNER ON HIS WAY

CLARENCE "CRAZY HORSE" WAGNER, a sturdy youth from Terre Haute, Ind., started on a bicycle from City Hall at noon, Thursday, June 4, in an attempt to lower the present record of 35 days between New York and Los Angeles, made by "Bob" Lawson, a trans-continental bicycle rider, in 1919. He plans to make the trip in 30 days.

Wagner is a seasoned amateur bicycle racer and in 1920 won the Indiana road championship. At present he is holder of the Hoosier State flat floor title and expects to be a contender in the national championship races in Atlantic City, September 16, under the auspices of the Amateur Bicycle League of America, Inc.

The route to be followed by Wagner will cover the states of New Jersey, Pennsylvania, Ohio, Indiana, Illinois, Missouri, Kansas, Colorado, New Mex-



Vincent Madonna, who is leading the motor-paced riders this season

ico, Arizona and California. Arrangements have been made to check him off as he passes through the numerous towns on the trip.

Wagner is a veteran of the world war, though only 22 years old, and saw active service at the front for several months with one of the balloon divisions. He is a member of the American Legion and posts along his route will be on the lookout for him.

Executive Secretary H. J. McCarthy, of the Cycle Trades of America, A. R. Jacobson, of the Amateur Bicycle League of America, and a number of cyclists were on hand to see Wagner sent on his way by President Murray Hulbert of the Board of Aldermen. Al Everard and R. Leach, of the Century Road Club of America, went as far as the Pennsylvania State Line with him.



ON A CYCLE MONEymoon

A BICYCLE honeymoon is being enjoyed by Mr. and Mrs. John S. Laine, who were married in Framingham, Mass., recently. As soon as the reception and wedding breakfast were ended, the couple mounted their steeds and began their novel honeymoon. Their destination was Wiscasset, Maine, about 200 miles away. They also planned to make numerous side trips on their bicycles after arriving at their destination, as both regard the bicycle as the ideal method of travelling.

Mr. and Mrs. Laine were married at the home of the bride's sister, Mrs. Bradford Hixon, No. 110 Union avenue; Framingham, by the Rev. Theodore B. Lathrop. The bride was formerly Miss Elsie Carter. The groom is a musician in the 13th United States Infantry, stationed at Camp Devens. During the World War he was gassed and wounded while serving with the 18th United States Regulars.

HOW PACED RIDERS STAND

THE standing of the paced riders to date shows Vincent Madonna, the Providence Italian, in the lead, with the next three Jules Miquel, France; Clarence Carman, Long Island, and Victor Linart, Belgium, with only a few points separating them. The standing is as follows:

Rider	1st	2d	3d	4th	Pts.
Vincent Madonna, Prov.....	7	4	3	0	53
Jules Miquel, France.....	4	6	2	0	42
Clarence Carman, L. I.....	5	3	2	2	40
Victor Linart, Belgium*.....	3½	4	3	0	37
George Wiley, New York.....	2	3	5	2	31
George Chapman, Newark.....	3	2	4	0	29
Frank Corry, Australia*.....	3½	2	2	0	29
Charles Verkeyn, Belgium.....	2	1	4	0	21
Frank Keenan, Revere.....	0	1	2	2	9
Geo. Colombatto, Italy.....	1	0	0	3	8
Jackie Clark, Newark.....	0	2	1	0	8
Willie Applehans, Germany.....	0	2	1	0	8
Brask Andersen, Denmark.....	1	0	0	1	6
Vincent Markey, Passaic.....	0	1	0	0	3
Percy Lawrence, San Fran.....	0	0	1	0	2
Worth Mitten, Davenport.....	0	0	0	1	1

Points: First, 5; second, 3; third, 2; fourth, 1.
*Linart and Corry rode to a tie at New Bedford, May 29. Points for first and second (8) were divided between them.



Two snaps of Clarence Wagner, who is on his way to break the record from New York to Pacific Coast

ON THE BELL LAP

Live Comment on Current Cycle Happenings

By Walter A. Bardgett

THE Grand Prize of Paris, one of the world's greatest cycling events, will be decided July 2, 8 and 9 at the Velodrome Municipale, Vincennes.

"Into each life some rain must fall," says the wise sage. But Nat Butler, manager of the Revere Beach Cycle Track, wants to know why the weather man picks him out for the receiving end of a terrible lot of wet goods—rain, rain, Nat means.

Eddie Spillane, organizer of the Acme Wheelmen, is laid up with appendicitis. Eddie officiated at the Acme Wheelmen's race on the Grand Concourse last Sunday and was taken ill shortly after. He was rushed to the hospital and operated on almost immediately. Reports from the hospital say he is doing very well.

Most of the Velodromes in Southern France and Italy were forced to conduct their meets at night during the recent hot wave that swept that section of Europe. At Roane, France, they planted about 60 trees near the inside edge of the track for shade, which made it so dangerous that cyclists are leery about riding there.

Efforts are being made to develop a few paced riders. Fred Weber, the Newarker, and Larry Gaffney, of Brooklyn, are going to take a fling at that style of racing at the New York Velodrome. Up at the New Bedford track, where Frank Cadwell holds forth, they are making efforts to develop a flock of paced riders. They can use them very well.

The Amateur Bicycle League of America announces that sanctions have been granted for four road races on July 4. Yonkers, N. Y.; San Francisco, Cal.; Baltimore, Md.; and Indianapolis, Ind., have been granted sanctions for the Glorious Fourth. Other sanctions granted are as follows. June 24, Indianapolis, Ind.; June 25, Bridgeport, Conn.; June 30, San Jose, Cal.; July 2, Washington, D. C.; July 8, Trenton, N. J., the latter being a track meet.

At Montova, Italy, on May 28, Ernest Ohrt, the San Francisco ankler, defeated Kokel, the Austrian champion, in a pursuit race. Ohrt then went to Brest, France, June 4 and 5, and won a 50-kilometer team race with Baron, the French sprinter, the Ohrt-Baron combination putting a couple of laps on the rest of the field. Gabriel Poulain, the French sprinter, has certainly done a "come-back" with a vengeance. At the Brest meet Poulain won the Grand Prize race from Bob Spears, the Australian; Baron, France; Gerald Halpin, Australia, and Ohrt in that order.

Rain and plenty of it tipped over the old bean pot at the Newark Velodrome on Sunday and spoiled the chances of running the races to say nothing of ruining a few straw hats and the tempers of a number of the spectators. The heats of the quarter-mile amateur championship, the first of the series of six races that are being run to decide the title for the year in that class, the novice heats as well as the pro. half-mile handicap heats and one heat of the team match

between Orlando Piani and Francesco Verri and Hans Ohrt and Alfred Goulet had been contested when the wet goods fell and fell in torrents, and the meet was called off.

The quarter-mile, the first of a series of six races to decide the amateur championship of America for 1922, was started last Sunday at the Newark Velodrome. It was started, that's all. Rain put a stop to proceedings before the semi-finals could be ridden. Eight heats were run and the winners qualifying for the semi-finals were Fred Spencer, Plainfield; Willie Grimm, Newark; Frank Bartell, Newark; Larry Seufert, Newark; Otto Zipf, Newark; Sam Gastman, Newark; Earl Thompson, Los Angeles, and Roy Mobeck, Chicago. Carl Hambacher, Newark, won the fifth heat, but was disqualified for riding wide. The semi-finals and finals will be decided this week and the second race, the third-mile, will be run next Sunday.

Carl Ruden, the pacemaker, has originated a scheme to determine the real paced champion of this country. According to Ruden's plan a percentage system would be used to determine the real title holder. Ruden takes a rider and figures the number of races he has ridden, the number of opponents he meets and the number that he defeats. For example, he figures Frank Corry, the Australian. Corry up to June 8 rode four races, met seven opponents and defeated 5½ of them, the half man being figured on the tie he rode with Linart at New Bedford on May 29. Corry's percentage would be .786. Jules Miquel, who rode seven races, met 14 opponents and defeated 10.



Archie Villa, one of the New England professional sprinters

has a percentage of .714. The plan has its merits, but it is also going to require the services of an expert accountant, and who's going to pay the accountant? Yep, who's going to pay.

Allie Barber, the bicycle booster from up Taunton, Mass., way, figures that Archie Villa is the real goods for the future. Villa, Allie says, is certainly a real comer. He also says there are a number of lads that look like good ones down there. Romeo Goddu is also down on Allie's boosterino list and as soon as he gets a little more nerve Barber says he will make 'em all go some. Allie says he would like to see an inter-track series of a four-lap race, a mile race and a pursuit race with one rider picked from Worcester, one from Revere and one each from New Bedford and Providence and have them compete in the series with points scoring five for first, three for second and two for third, with the four riders competing in the same series on each of the above mentioned tracks. The winner of the most number of points in the series would be given a cup or other special prizes. Here's a tip for the track managers, so do the honors.

The weather man has not been very kind to the race promoters in the Effete East. Last Sunday the meet at the Newark Velodrome was spoiled by a downpour after a number of heats had been run, but the officials had not reached the "Rain Checks Not Good After Above Event" stage. No, indeed. Very much silence came from up Revere Beach way about the races of last Saturday, so presume they had a postponement up that way. On Tuesday of this week the rain put the fini mark to the meet at the New York Velodrome. The first 50-mile motor-paced race of the season was booked at the New York Velodrome. The race, the "Brassard," had as starters Percy Lawrence, San Francisco; Charles Verkeyn, Belgium; George Colombatto, Italy; Frank Corry, Australia, and Clarence Carman, the Long Islander. Artie Spencer and Orlando Piani were chalked down for a match race, while amateur and pro. sprinters had several races to ride.

Walter Rutt, the German sprinter, was badly shaken up in a fall at the Treptow, Germany, track, Wednesday night, June 7. Rutt, Willie Lorenz, Sourmann, Germans, and Ned Chandler, the American Negro, were competing in the final of the open race, which was being run in three heats. Rutt fell in the first heat and was knocked out. He is reported to have suffered a slight concussion of the brain besides minor injuries about the arms and legs. Lorenz won the race with Schurman second and Chandler third. Weiss won two paced races on the program, the Theile Memorial, a 25-kilometer (15½ miles) race named after the late Fritz Theile, a paced rider who was killed at that track, and the Robl Memorial, a 50-kilometer (31 miles) race named after the late Thaddeus Robl, who was killed in an airplane accident. Lewanow was second in the first race and Vermeer beat Wegmann for third. The time was 21.42. In the longer race Wegmann was second, Vermeer third and Lewanow fourth. Weiss did 46:21 in the second race.

Judges Have Their Troubles

CYCLING fans that turned out to see the Acme Wheelmen's 11th annual ten-mile handicap over the Grand Concourse in the Bronx, Sunday, June 18, were treated to one of the most spectacular finishes seen in these parts in many moons. A field of 138 riders started and out of that number 56 of them came swooping down onto the officials at the finish. The judges had their troubles in picking the winners. The Concourse is 55 feet wide and that crowd of 56 riders finished within a 25 foot radius. This gave the judges the most difficult task they have had this season. The race was sanctioned by the A. B. L.

At the outset the riders all tried to jump to the front of their bunch, the riders getting a fast start set out to overtake the leaders. On the completion of the first lap the front markers were practically in one bunch, coming in a steady stream. The first man to complete the half-way mark was J. Desimone, who started from 3½-minute mark and raced around the Southern turn first. The rest of the field of front markers stretched out behind him. Soon after the scratch men came into view. The weather which was very heavy and threatening seem to affect the riders, as the time for the first five miles was 1 minute and 6 seconds behind the record. Harry Hoaglander, the Century Road Club Association star, making the turn first of the scratch men.

On the second lap the riders set sail for the front markers realizing they had to be caught before the last turn. The two-minute men worked hard and before the sprint for the finish had overtaken the field. The 1 minute and 15 seconds men worked hard to get a lead on the scratch men for the time honors. The roadway was cleared and all traffic stopped when the motorcycles leading the way came into view. The crowd let out a yell as the road one-quarter of a mile away seemed to be packed with riders. On and on they came, first one and then the other taking the lead. The riders put all their strength into the pedals for the final drive. In the last 50 yards Andrew Geiss pulled out and jumped to the front, winning by half a front wheel. Geiss rode from the 3½-minute mark and represented the promoting club. "Spots" Eisele, 2:45, Unione Sportiva Italiana, finished second; Fred Osterhammel, Bronx County Wheelmen, two minutes, third; G. Haggerty, Unione Sportiva Italiana, 2:30, fourth, and Chas. Comerford, Acme Wheelmen, fifth.

The fight for the time prize was more than the scratch men had figured on. They seemed to want to stall and wait for the finish being content to sprint for the honors. In the meanwhile, the 1:15 and two



Andrew Geiss, winner of the Acme race, run by the New York Club over the Grand Concourse on Sunday, June 18.

minute markers were getting further away. In the sprint for the tape with the scratch men some hot battle was fought. With less than a quarter of a mile to go Eugene Aisklein, Bronx County Wheelmen star, jumped to the front with John Amabile, the Acme Wheelmen speedster, in hot pursuit, followed by Wm. Wherry, Empire City Wheelmen; Joe Schaefer, Acme Wheelmen; Arthur Nieminsky, Unione Sportiva Italiana; Walter Caldwell, Bert Marquardt, and Harry Hoaglander, Century Association stars. They jockeyed for positions which was to count in the final dash. Nieminsky, the national champion, went to the front, followed by Amabile, Schaefer and Aicklein. They fought up to the tape, finishing in that position, Harry Hoaglander finishing fifth.

When the timers had finished checking up the riders it was found that through their stalling they had been beaten for time prize by the two-minute men, Fred Osterhammel getting first prize. The 1:15 men were beaten for the remaining time prizes by the scratch men on the small margin of 2 4/5 seconds, Nieminsky being placed in fifth time.

The big winners were Andrew Geiss, who won a racing bicycle for first time and one for being the first Acme member to finish; Osterhammel, who won a racing

bicycle for time prize and a gold watch and racing tires. Peter Wallenschlager, of the Century Association, showed some of the younger cyclists that he could trim them although he is 56 years old. He received the prize for the oldest rider to finish. The Unione Sportiva Italiana won the trophy for the most entries, having 24 riders in the race.

The *Home News'* Team Trophy for the best five-man team score has been held up pending the photographs of the finish. This action was decided by the committee, as in the first group 56 riders flashed across the tape almost together, which made it impossible to get a perfect score. With enlargements of the finish it is expected to settle the team score as well as many place prizes.

The Results:

Pos.	Name and Club.	Hdcp.	Time.
1	Andrew Geiss, A. W.....	3:30	26:22
2	Spots Eisele, U. S. I.....	2:45	25:37 1-5
3	Fred Osterhammel, B.C.W.	2:00	24:52 2-5
4	G. Haggerty, U. S. I.....	2:30	25:22 3-5
5	Chas. Comerford, A. W..	2:45	25:37 4-5
6	Jos. Kohn, B. C. W.....	2:00	24:53
7	R. Bolognini, U. S. I.....	3:00	25:53 1-5
8	F. O'Shaughnessy, C.R.C.A.	2:00	24:53 2-5
9	Jack Bruns, J. C. W.....	3:00	25:53 3-5
10	Geo. Cameron, Jr., A. W..	2:45	25:38 4-5
11	R. Rom, E. C. W.....	2:45	25:39
12	Wm. Trebbi, Unatt.....	2:45	25:39 1-5
13	A. Savio, U. S. I.....	3:30	26:24 2-5
14	H. Flischer, A. W.....	2:30	25:24 3-5
15	N. Dorn, J. C. W.....	3:00	25:54 4-5

TIME PRIZES

1	Fred Osterhammel, B.C.W.	2:00	24:52 2-5
2	Jos. Kohn, B. C. W.....	2:00	24:53
3	F. O'Shaughnessy, C.R.C.A.	2:00	24:53 2-5
4	G. Barthleigl, U. S. I..	2:00	25:00
5	Arthur Nieminsky, U. S. I. Scr.		25:12 1-5

Key to abbreviations: A. W., Acme Wheelmen; B. C. W., Bronx County Wheelmen; C. R. C. A., Century Road Club of America; E. C. W., Empire City Wheelmen; J. C. W., Jersey City Wheelmen; U. S. I., Unione Sportiva Italiana.

FOR BICYCLE DEALERS

DO you want to sell more bicycles?

Do you dress your show windows every week?

Are you boosting for the "white line of safety?"

Will you let us show you how you can increase your sales?

What are you doing to stop the wholesale theft of bicycles?

Do you realize the strength of competition from other lines that accounts for your loss of business on new goods?

Do you keep a lady's bicycle always on your floor so that your prospective women customers can see what a lady's bicycle is?

Are you prepared to cope with the efficient dealers in other lines who, as live wires, are taking business away from you because they advertise their lines, solicit customers for same and show good salesmanship by getting the money which under before-the-war conditions would have gone to you?—Appeal Accelerator.

County on the system of hard surfaced roads which were called for by a recent bond issue of two million dollars.

MADONNA WINS ANOTHER ONE

Providence, R. I.—Vincent Madonna rode the greatest race of his career at the Cyclo-drome Friday night, June 16, when he defeated Clarence Carman and Frank Corry. The Italian made his bid for glory in the second lap of the 17th mile, and after one of the most thrilling sprints in the history of the track, pedalled into first place and held the lead to the finish. Carman, who tried to get back his position in the lead within two laps after Madonna passed him, finished but a quarter of a lap behind, and Corry a half lap. The time was 49:52 4/5. Corry had first position but Carman jockeyed him out of it on the pickup. Had Corry's pacemaker been as good as Pasquier or Gaethofs, the result might have been different. Corry drew Antoinucci, a comparatively new man, who has not yet steadied down. Summaries:

Three-lap Handicap, Amateur—Won by Chick Meyer, 45 yards; second, Martin Derig, 30 yards; third, Howard Petto, 65 yards; fourth, Anthony Malone, 60 yards. Time, 53 2-5 seconds.

Two-Mile Open, Class B, Amateur—Won by Frank Graziano; second, Howard Petto; third, C. Sunquist; fourth, V. Pichlone. Time, 4:44 1-5.

Miss-and-Out, Class A, Amateur—Won by George Loftes; second, Fred Jarvis; third, George Angell; fourth, Frank Frazzini. Time, 2:16 2-5. Distance, 1 mile.

Half-Mile Handicap, Professional—Won by R. Blomstrom, 55 yards; second, A. Lance-lotti, 55 yards; third, Joseph Mitola, 50 yards; fourth, A. Norantonio, 20 yards; fifth, Joseph Reeber, 25 yards. Time, 58 1-5 seconds.

Ten-Mile Team Race, Professional—Won by Vincent Markey and William Upton, 37 points; second, tie between Thomas Fitzsimmons and Joseph Reeber and G. Proccini and M. DeOrlo, 16 points; fourth, tie between H. Norantonio and O. Colonna and Frank Depanni and Archie Villa, 15 points; sixth, Joseph Mitola and A. Petalano, 10 points. Time, 23:07 3-5.

MIQUEL WINS GOOD RACE

Revere, Mass.—Jules Miquel, the French paced rider, accounted for the one-hour motor-paced race at the Revere Beach Cycle Track, Wednesday night, June 14. Clarence Carman was second, and George Chapman, the paced champion, was third. George Wiley, the fourth starter, was forced out of the race through lack of bicycles, the New Yorker having punctured.

Carman, Miquel, Wiley and Chapman was the order at the start and the quartet maintained that line until 20 minutes to go, Wiley punctured at this time and lost a mile changing. He again punctured after he got going well, being forced to retire when his "base of supplies" ran shy of bicycles. When Wiley punctured Miquel went after Carman, and the latter "broke" and the Frenchman took the lead. The French rider was never headed after that. Chapman was riding strong and would have given both Carman and Miquel a battle, but he punctured and had a hard time from falling. Miquel in the hour covered 42 5-6 miles. Summaries:

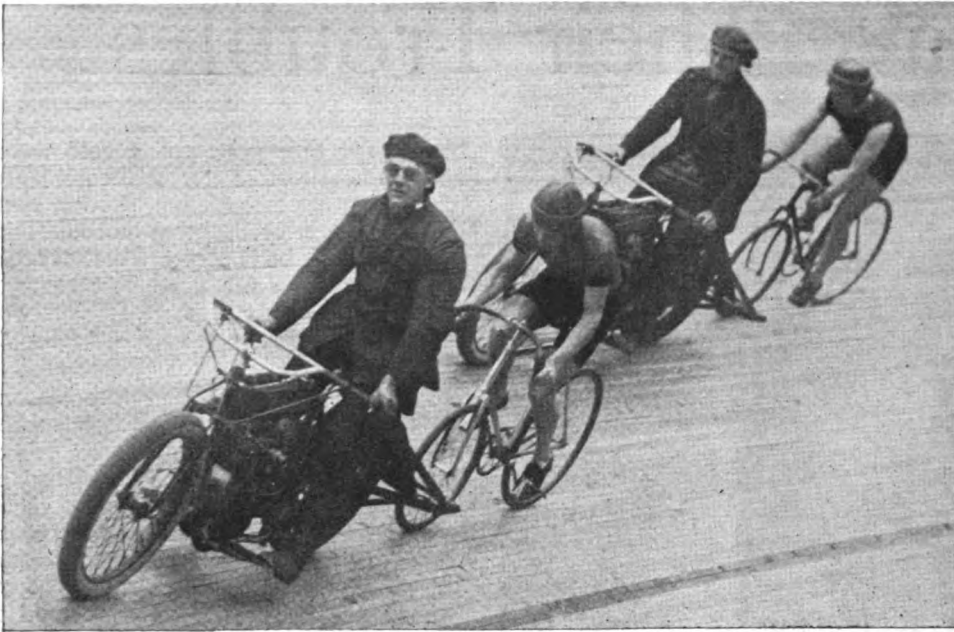
Half-mile Novice—Won by Angelo DiRosa; second, Joe Davison. Time, 1:11 1/4.

Third-mile Handicap, Amateur—Won by James Parks, 95 yards; second, Charles Sak-ey, 75 yards; third, Joe Sumak, 95 yards; fourth, Milton Williamson, 70 yards.

Miss-and-Out, Amateur—Won by Leo Maggoli; second, Frank Hughes; third, Bert Carmody; fourth, A. J. Robertson. Time, 7:41 1/2. Distance, 3 1-6 miles.

Half-mile Handicap, Professional—Won by Tim Sullivan, 105 yards; second, Dennis Connolly, 95 yards; third, Hugh McPartland, 90 yards; fourth, Walter McKenzie, 115 yards. Time, 63 3/4 seconds.

Five-mile Open, Professional—Won by Willie Keller; second, Frank Cavanagh; third, Ralph Splers; fourth, James Cobert. Time, 12:10 1/2.



Training back of the motors at the New York Velodrome. Eddie Root, former six-day champ, is piloting Percy Lawrence in front, while Arthur Miller is pacing Jackie Clark in second position.

MADONNA WINS HOUR RACE

PHILADELPHIA, Pa.—Vincent Madonna, of Italy, paced by John Schlee, pedalled through one hour in the annual running of the Brassard to victory at the Point Breeze Velodrome Thursday night, June 15, covering a distance of 41 miles and 1,590 yards. Willie Appelhans, of Germany, riding behind Norman Anderson, finished in second place with a distance of 40 1/2 miles. Frank Corry, of Australia, was third, and Clarence Carman, of America, was fourth.

The most spirited sprint of the race occurred on the fifteenth mile when Madonna challenged Carman in lapping the American. After going around the pine bowl for almost a mile Madonna succeeded in passing Carman and then Clarence broke. Carman complained against the loose clothing and open leggings worn by Schlee, Madonna's pacemaker, and at the finish of the "grind" the judges upheld the American's protest. As a result Director Jack Roden fined Schlee \$35. At the same time Carman was fined \$50 for indifferent riding, and so was Corry.

Bobby Walthour, Jr., who has won most every match race since turning pro., came through with another victory when he defeated Carl Stockholm, of Chicago, in two straight heats at a mile. The youthful Southerner won the first heat by half a wheel, and in the next heat Junior came through with a great sprint and won out handily. Summaries:

Half-mile Handicap, Amateur—Won by Ed Curlott, 120 yards; second, Vincent Scara, 135 yards; third, Anthony Coccia, 85 yards; fourth, Dick Penny, 35 yards. Time 59 1/4 seconds.

Two-third-mile Handicap, Professional—Won by Jake Smith, 25 yards; second, George Gergley, 50 yards; third, Pat McKeag, 60 yards; fourth, Tony Giacomo, 60 yards. Time, 1:20 1/2.

WILEY BEST IN "TEST"

New Bedford, Mass.—George Wiley, the New Yorker, was in great form at the Cyclo-drome here on Thursday night, June 15, when he defeated Victor Linart, the Belgian and world's champion, and Charles Verkeyn, another Belgian, in "The Test," a one-hour motor-paced race. Linart was almost a mile back at the finish, while Verkeyn was about two miles to the rear. In the hour Wiley covered 42 miles and 420 yards. Summaries:

Half-Mile Handicap, Amateur—Won by James Coe, 60 yards; second, A. Belanger,

85 yards; third, Roland Seigny, 70 yards; fourth, Frank Frazzini, 40 yards. Time, 1:01 4-5.

Two-Mile Handicap, Amateur—Won by Fred Jarvis, 30 yards; second, Romeo Goddu, 80 yards; third, Albert Crossley, scratch; fourth, Frank Frazzini, 40 yards. Time, 4:15 4-5.

Five-Mile Open, Professional—Won by Archie Villa; second, Joe Mitola; third, L. Marcella; fourth, Vincent Markey. Time, 12:04 4-5.

Three-Lap (3-7-Mile) Handicap, Professional—Won by Willie Upton, 40 yards; second, Rudolph Blomstrom, 65 yards; third, A. Petalano, 55 yards; fourth, G. Proccini, 35 yards. Time, 48 2-5.

Match Race, Amateur—Won by Joe Turgeon; second, Joe Bartell; first heat, three-lap (3-7-mile) sprint, won by Turgeon; second heat, pursuit race, won by Turgeon. Time, 3:03. Distance, 1 mile and 420 yards.

CARMAN HAS WALKAWAY

Providence, R.I.—Clarence Carman walked away with the 40-mile motor paced race at the Cyclo-drome Tuesday night, June 13, having very little difficulty in finishing four laps ahead of his nearest competitor. Charles Verkeyn was second, George Wiley third, while Jules Miquel punctured and was thrown at about 25 miles, thereby putting him out of the race. The time was 58:02 2-5. Another feature of the night was the winning of an amateur sprint match by Fred Jarvis over L. S. Harten and George Loftes. The summary:

Two-Lap (2-7 Mile) Handicap, Amateur—Won by Daniel Piscone, 50 yards; second, Tony Mosell, 40 yards; third, James Gregson, 60 yards; fourth, Martin Deering, 25 yards. Time, 33 seconds.

Two-Mile Open, Amateur—Won by Fred Jarvis; second, Romeo Goddu; third, Carlo Proccini; fourth, George Angell. Time, 4:28.

Sprint Match, Amateur—Won by Fred Jarvis; second, L. S. Harten; third, George Loftes.

Three-Lap (3-7 Mile) Handicap, Professional—Won by Archie Villa, 50 yards; second, Michael DeOrlo, 30 yards; third, Joe Reeber, 25 yards; fourth, G. Proccini, 20 yards. Time, 49 2-5 seconds.

Five-Mile Open, Professional—Won by Louis Gilson; second, Vincent Markey; third, Tommy Fitzsimmons; fourth, Frank Depanni. Time, 11:36 3-5.

WENTWORTH WINS, 4 TO 1

Pensacola, Fla.—T. T. Wentworth, Jr., bicycle merchant and County Commissioner from District No. 1, was re-nominated in the June primary by a vote of four to one. Nomination being equal to election.

Work has been started in Escambia

A. SPENCER NOW LEADS

ARTHUR SPENCER assumed the lead in the national championship fight among the professionals at the Newark Velodrome, Wednesday night, June 14. Spencer beat Frank Kramer in the third-mile final for first and second. Willie Spencer took Orlando Piani's measure in the race for third and fourth. The points table now reads: Arthur Spencer, 8 points; Willie Spencer, 7; Frank Kramer, 4; Ray Eaton, 2, and Orlando Piani, 1.

The heats were won by Kramer over Willie Hanley, Willie Spencer over David Lands, Ray Eaton over Hans Ohrt, Arthur Spencer over Harry Kaiser, Orlando Piani over Fred Taylor, Alfred Goulet over Bobby Walthour, Jr., Francesco Verri over Jake Magin and Eddie Madden over Gus Lang. Willie Spencer beat Verri in the first semi-final. Arthur Spencer won from Goulet in the second, and Piani beat Eaton in the third. Kramer disposed of Madden in the fourth. In the first grand semi-final Arthur Spencer beat Piani. The second was a close one between Kramer and Willie Spencer, with the former getting the judges' eyes. Goulet won the championship consolation from Eaton, Verri and Madden in that order.

Goulet also won the two-mile handicap from scratch. In this race Jake Magin fell near the finish and received a fractured collarbone and a broken rib. Magin with Willie Hanley won the tandem race earlier in the evening. Summaries:

Half-Mile Handicap, Amateur—Won by Howard Brant, 70 yards; second, Joe Osterhuber, 60 yards; third, Dan Costello, 65 yards; fourth, Sam Gastman, 35 yards. Time, 54 1-5 seconds.

One-Mile Class B, Amateur—Won by William Allman; second, Carl Holzwarth; third, Anthony Butler; fourth, Harold Bower. Time, 1:59 1-5.

One-Mile Class A, Amateur—Won by Chester Fisher; second, Walter Skarbeck; third, William Grimm; fourth, Otto Zipf. Time, 2:01.

Two-Mile Tandem, Professional—Won by Jake Magin and Willie Hanley; second, Gus Lang and Alfons Verraes; third, Harry Horan and Fred Taylor; fourth, Fred Hill and Charles Osterritter. Time, 3:55 2-5.

Two-Mile Handicap, Professional—Won by Alfred Goulet, scratch; second, Harry Kaiser, 20 yards; third, Tom Bello, 110 yards; fourth, David Lands, 70 yards. Time, 3:59 2-5.

SERES WINS FRENCH TITLE

GEORGE SERES, the French paced Grider, won the motor-paced championship of his country at the Velodrome Parce des Princes, Paris, Sunday, June 4. The race, the 28th to be run, was at 100 kilometers (62.13 miles) and Seres was timed in 1 hour, 28 minutes and 7 4-5 seconds. Gustave Ganay, the new paced star, was second and Marcel Godivier was third. The order of finish of the other starters was: Fourth, Paul Guignard; fifth, Ernest Catudel; sixth, Daniel Lavalade; seventh, Fernand Larrue; eighth, Paul Villepontoux; ninth, Henry Fossier.

This marked the third time that Seres has won the French paced championship. Seres won in 1919 and 1920. Leon Didier, who quit this year's race, won last

year. Seres will be seen shortly in races in this country.

On the same day at Milan, Italy, Ernest Kaufmann, the Swiss, won the feature match race from Maurice Schilles, France, and Mario Bergamini, Italy. Kaufmann beat both Schilles and Bergamini in heats, while Bergamini won from Schilles in the other heat.

Joe Van Bever, the former Belgian champion, came home a winner in the Grand Prize race at Limoges, France, Sunday, June 4. The race was run in three heats with Van Bever winning the first from Joe Peyrode and Pierre Sergeant, France, the latter falling. Sergeant won the second from Van Bever and Peyrode, and Peyrode won the third from Van Bever and Sergeant. Van Bever, 7 points; Peyrode, 6, and Sergeant, 5, was the way the points stood at the finish.

At Dortmund, Germany, June 1, Bobby Walthour, Sr., ran third in the paced race to Mennex and Burmmert: Ebert was fourth.

HOW TITLE FIGHT WAGES

TWO races of the first series of six races have been contested for the 1922 championship among professional sprinters. Arthur Spencer leads with eight points, his brother, Willie, having one less. Frank Kramer is third with four. The points won in each race follow:

Rider	Race		
	1/4 M.	1/3 M.	Pts.
Arthur Spencer...	3	5	8
Willie Spencer....	5	2	7
Frank Kramer....	1	3	4
Ray Eaton.....	2	0	2
Orlando Piani....	0	1	1

Points: First, 5; second, 3; third, 2; fourth, 1.

COLLECTS WASH ON BICYCLE

WHILE the eyes of the world have been on "Young China" for some time to see what progressive developments might be noted, London, Ont., has been given a practical demonstration of the progressiveness of "Old China" in the person of one of the numerous celestial laundrymen who has lately taken to bicycling. "One Lung," or whatever his Chinese name signifies in English, became tired of walking around to collect the laundry. He did not have enough money to purchase an automobile, but he had one dollar and that was the first payment on a bicycle. He made the purchase in due time.

But after several days of sincere effort to master the intricacies of wheeling he found that he was not adapted for this. However, he did not give up. He consulted with his bicycle dealer and the result was an attachment that corresponds to a sidecar for a motor cycle was constructed. This eliminated the necessity for balancing and he can devote all his energies to pedalling. Then he added a small wire basket affair to the sidecar. In this he carries the laundry bags. Now he can be seen on the street daily making his regular calls. His improvised sidecar attracts no little attention as it rubs elbows with the ten thousand dollar limousines on the busy thoroughfares.

MORETTI WINS AT TURIN

At Turin, Italy, June 4, Caesar Moretti, Italy, beat Bill Bailey, England, and Mori, Italy, in a match. Charles Deruyter, the Belgian, accounted for the tandem-paced race at 30 kilometers (18.6 miles), Deruyter leading Charles Oliveri, Italy, and Toricelli, Italy, home in that order.

Flag Day at the Velodrome



Howard Freeman, the cartoonist, pictures the doings at the Newark Velodrome on Wednesday, June 14, when Artie Spencer "stopped" Kramer and his brother, Willie, in the title race. Reproduced through courtesy of the Newark "Evening News"

Activities Among the Amateur Cyclists and Clubs

ST. LOUIS RIDERS ON TRIP.

S T. LOUIS, MO.—Forty bicycle riders clad in suitable riding attire were seen to pass through Granite City, Ill., headed for the McKinley Bridge entrance to St. Louis late Sunday afternoon, June 11. It was the return of the St. Louis Cycling Club from a week end Illinois jaunt to Highland, Marine and Edwardsville, with the dinner-stop, participated in by the above number, at the latter place.

A squad of thirteen riders departed Saturday afternoon and arrived in Highland at 6:30, covering the forty miles of new concrete roadway at a leisurely gait. In order to show there are other pleasures besides the actual riding to be obtained on a bicycle trip, the following is mentioned.

Like all other "Main-street" towns, Highland has its jazz hounds, and likewise its Saturday night dance. This weekly celebration usually takes place in the Town Hall, but owing to the time of the year they substituted the lawn fete, illuminated with Japanese lanterns, instead. Had the affair been arranged solely for the benefit of the boys from the "show me" state, they could not have been made to feel more at home, for it was at an early hour in the morning when the dancing wheelmen rolled into their hotel.

At its best, the Highland hospitality was only short-lived, for at 7:30 the next morning (Sunday) the dancers rode out of Highland bound for Edwardsville, via way of Marine, on a 17-mile stretch of dust covered dirt road. Quite a contrast from the party of the night before. Here they were met at noon by the squad leaving St. Louis Sunday morning at 8:30.

Charles B. Jansky and William Flesh, two of St. Louis' most progressive dealers, were on hand to enjoy the fun, Flesh riding a brand new Columbia, and Jansky a Ford, rather than stay at home and suffer disappointment as the result of a badly damaged bicycle, now in the repair shop.

The entire squad rode back to St. Louis together, arriving at 5 p. m. Even though the temperature was well above the expected mark for this time of the year, there were no complaints from the wheelmen, every one of whom expressed an affirmative opinion of the trip.

J. GRANT WINS AT OTTAWA

Ottawa, Ont.—To pull off a very successful handicap bicycle road race in the pouring rain was the achievement of the Capital and St. Brigid's Bicycle Clubs of Ottawa, Ont., on the Ottawa-Prescott Highway, on Wednesday evening, June 14. The race had been postponed from a previous evening because of a gale and then it was actually staged in the rain, but twenty-one competitors, representing many new stars of the sport locally, covered the official course of ten miles and divided the fifteen prizes which had been hung up.

The winner of the grind was John Grant, a 16-year-old rider of the Capital Bicycle Club, who started from the 7-minute mark and flashed over the line in 30:35. The second to finish was Sam Spence, another young husky of the Capital Club, who enjoyed a 6-minute start. Third was O. Barry, a dark horse of the Roamer Bicycle Club, who was given five minutes in the handicapping. W. Villeneuve, another new star of the Roamers, copped fifth place from the 3-minute mark.

For the fourth time this year George Roe, of the Roamers, was the first of the scratch stars to finish in a road handicap, and this made the fourth time that he has captured first time prize this season, his time for the ten miles being 25:53. Summaries:

Pos.	Rider, Club and Hdcp.	Time.
1	J. Grant, Capitals, 7 min.	30:35
2	Sam Spence, Capitals, 6 min.	29:37
3	O. Barry, Roamers, 5 min.	29:15
4	W. Villeneuve, Roamers, 3 min.	27:20
5	H. Liff, St. Brigid's, 8 min.	32:40
6	M. McCarthy, St. Brigid's, 7 min.	31:46
7	P. Alderton, unattached, 8 min.	33:25
8	George Roe, Roamers, scratch.	25:53
9	H. Pyfynch, Capitals, 9 min.	35:00
10	W. J. Spence, Capitals, scratch.	25:55
11	George Wiles, St. Brigid's, 9 min.	35:21
12	C. V. Cattrell, St. Brigid's, 7 min.	33:23
13	E. B. Marshall, Capitals, 2 min.	28:35
14	George Sakell, Roamers, 1 min.	28:05
15	Alex O'Neill, Capitals, 5 min.	32:11
16	Cliff Wiles, St. Brigid's, 6 min.	33:45
17	M. Marshall, Capitals, 9 min.	37:12
18	A. E. Gould, Roamers, 2 min.	30:13
19	R. Barton, Capitals, 5 min.	34:00
20	W. Jones, Jr., Roamers, 9 min.	38:05
21	R. Paquette, St. Brigid's, 1 min.	30:08

Time results: First, George Roe, Roamers, scratch, 25:53; second, W. J. Spence, Capitals, scratch, 25:55; third, W. Villeneuve, Roamers, 3 min., 27:20; fourth, George Sakell, Roamers, 1 min., 28:05; fifth, E. B. Marshall, Capitals, 2 min., 28:35.

Boys' prizes: First, George Wiles, St. Brigid's; second, M. Marshall, Capitals; third, W. Jones, Jr., Roamers.

Prizes for those riding heavy wheels: First, H. Liff, St. Brigid's; second, M. McCarthy, Capitals; third, P. Alderton, unattached. Special prizes: Alex O'Neill, Capitals, and R. Barton, Capitals.

'FRISCO WELCOMES THE CYCLISTS

San Francisco, Cal.—Not for years past have San Franciscans shown so much interest in bicycling as did the local fans at the races of the New Century Wheelmen, run on June 11 in the Stadium at Golden Gate Park. The attendance was large and much enthusiasm was shown for the various events. It is believed that these races featured the beginning of a new era for wheelmen in San Francisco, for they marked the return of the riders to the Stadium. Most of their trouble has sprung from their inability to obtain a good practice place. If only the Park Commissioners continue to keep the Stadium in good shape bicycling is sure to come again into its own in San Francisco.

The main event of the day at the Stadium was a 30-mile relay race. Norman Hill, of the Garden City Wheelmen, San Jose, won the final heat. Steve O'Connor, of the New Century Wheelmen, San Francisco, was next. The Garden City Wheelman won four out of the six relays. The one-mile novice sprint was won by H. McCoy, of San Jose. Bailey, of San Francisco, won the one-mile juvenile race.

In the relay race, George Williams, of the New Century Wheelmen, made the fastest time, riding five miles in 14 minutes and 27 seconds.

The races were given by the New Century Wheelmen, who donated both the trophy and the medal and other prizes, with the assistance of the bicycle dealers.

"Bicycle racing is here to stay, now that we have our Stadium back," said Frank Drury, of the New Century Wheelmen. "On July 9 the Wheelmen will hold a 15-mile handicap, prizes to be given by the Cycle Trades of America. We are also planning a ten-men team race for the near future."

HAD A REAL BATH RUN

Brooklyn, N. Y.—The L. I. Division of the C. R. C. A. held a bath run last Sunday to Rye Beach, N. Y. They were joined by some of the New York Division, making 25 riders in all.

An easy pace was maintained to the beach where all the boys donned their bathing suits and enjoyed a good swim for a few hours. As the weather began to look threatening they hastily dressed and started for home. They only reached New Rochelle, however, when the storm broke loose and they were obliged to seek shelter from 3.15 until 5.15 p. m.

They finally got going again on wet roads, but had only ridden a few miles when another shower came. Most of the riders continued on through the rain, getting a thorough wetting, but a few of the more thoughtful ones took shelter for about 15 minutes, allowing the shower to pass. They finished the ride with only a slight wetting, arriving in Brooklyn at 9.00 p. m.

WENIGE HAS NOVEL PLAN

London, Ont.—In a big six-column newspaper advertisement, which appeared in London newspapers on June 13, G. A. Wenige, proprietor of the Bicycle and Motor Sales Company, attacked the recent boost in local trolley fares to five cents. "Don't be held up," was the advice offered in the big display, the illustration of which showed a gunman, representing "Increased Transportation Costs," holding up luckless citizens who were forced to ride in the street cars. Then followed the suggestion that a bicycle would solve the whole situation for the average man or woman. Wenige gave figures to show that fares for business purposes only during a year would amount to \$62.40, while a bicycle for both business and pleasure purposes costs \$50 for a lifetime. "See G. A. Wenige, the man who made walking expensive," was a parting shot.

SANTA BARBARA ROAD RACE

Santa Barbara, Cal.—Richard Varella, riding a DSM Dayton racer, won first time in the eight and a half mile handicap road race here May 26, his time being 23 minutes, 10 seconds. George Suey, the speedy Chinese lad, made best time on a road wheel, riding a Davis-made bicycle, his time being 25:48. The race attracted great attention and was conducted by the Santa Barbara Wheelmen, the new local club.

BIG CROWD AT BUFFALO MEET

Buffalo, N. Y.—A crowd that was estimated at 15,000 witnessed the thrilling program of first free cycle meet held at the Humboldt Park oval, Saturday, June 17.

The principal event was the playground championship which was won by the Welcome playground representative, J. N. Rotina, who carried the colors of his grounds to the front in the final heat. W. Arbor, of the Bird Avenue ground, finished second, and M. Rote, of the same ground, was third. It was a close finish, and although it was the first attempt of the playground boys to get into the cycle struggle the boys all showed up well and promise to be dangerous factors in the cycle meets of the future. The winner was presented by Commissioner Meahl with a gold medal, emblematic of the championship. The second prize was a silver medal and the third a bronze medal.

The five-mile miss-and-out was also a good race, Freddy Seligman, who has been coming along like a winner lately, capturing the feature. Carl Smith, who also showed improved form, was second and Iggy Grownkowski finished third.

M. J. Schmigel won the final of the two-mile handicap. He carried a 165 yards handicap and it is doubtful if the scratch men realized he was in front of them until it was too late. The short distance men had overtaken what they thought was all of the long mark riders, but Schmigel had set such a fast pace he was way in front of the others. Fred Seligman, the scratch man, finished second and W. M. Kruschel finished third.

The race for boys of 15 years and under went to F. J. O'Connor. F. Dehling was the winner of the coaster wagon race. The summary follows:

One-Mile Boys' Race—Won by F. J. O'Connor; second, A. Tolejka; third, W. H. Meller.

Five-Mile Miss-and-Out—Won by F. G. Seligman; second, Carl Smith; third, I. J. Gronkowski; fourth, A. Miller; fifth, N. Brimm.

Playgrounds Championship—Won by J. J. Rotina; second, W. Arbor; third, M. Rote; fourth, E. McVear Johnson.

Two-Mile Handicap—Won by M. J. Schmigel, 165 yards; second, F. G. Seligman, scratch; third, W. M. Kruschel, 60 yards; fourth, A. E. Wahl, 20 yards.

C. R. C. A. HOLD A RUN

New York City—After the Acme race, Sunday, June 18, the New York Division of the Century Road Club Association accompanied the Long Island Division on their trip to Rye Beach. The route was taken via the Grand Concourse, Fordham and Boston Post Roads, making a stop for dinner at the corner of Fordham Road and Southern Boulevard.

On reaching Rye Beach most of the boys went in swimming and hired rowboats. Harry Haller, the new captain, and nine other New York members, fearing rain, and preferring riding a bicycle to this sport, decided to return to New York via Mamaroneck, White Plains and Yonkers to Broadway and home.

SEATTLE CLUB IS ACTIVE

SEATTLE, Wash.—Activities of the Greater Seattle Bicycle Club, of which Rudy Lindgren is president, the past month included a masquerade carnival and participation in a huge parade of boys, sponsored by the Seattle Times. Following the parade the club picnicked at North Beach, north of the city limits.

The Hirsch and Mercer Cycle Companies of Seattle have aroused much interest through the bicycle contests held during National Bicycle week. The stores ran alternate races on "home trainers" and gave prizes for the winners of the contests each day and to those who won the weekly contest.

BOYS RACE FOR TITLES

Ottawa, Ont.—Two bicycle races were among the features for the schoolboy championships at Ottawa, Ontario, on June 12, the events being held on the three-lap saucer at Lansdowne Park. Charles Mooreland, of the Roamer Bicycle Club, won the senior one-mile race from Cy. House, the all-round champion, in a close finish, with M. Currell third. The time was 2:52. The half-mile race for junior riders was won by H. Cole, with S. McCabe second and L. Radford third. Time, 1:32. There were so many entries for the two competitions that numerous heats were necessary.



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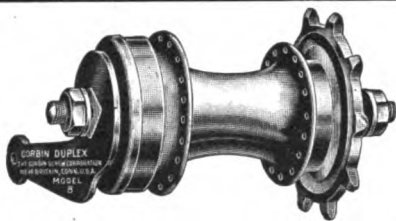
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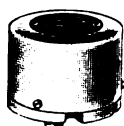
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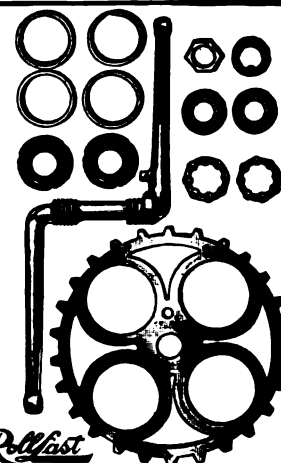
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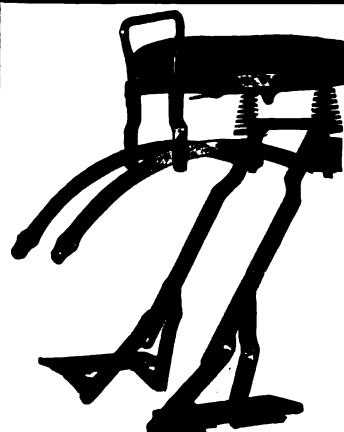
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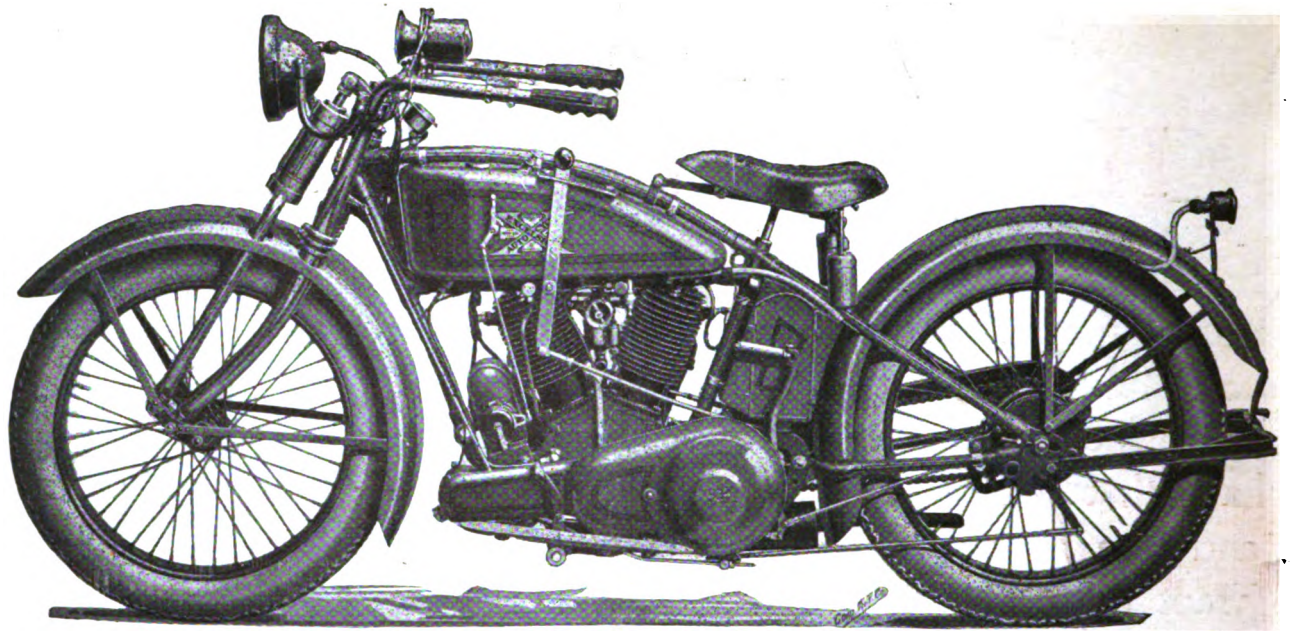
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Motorcycle & Bicycle ILLUSTRATED

AMERICAN CYCLING MAGAZINE



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in workmanship, in design, in performance

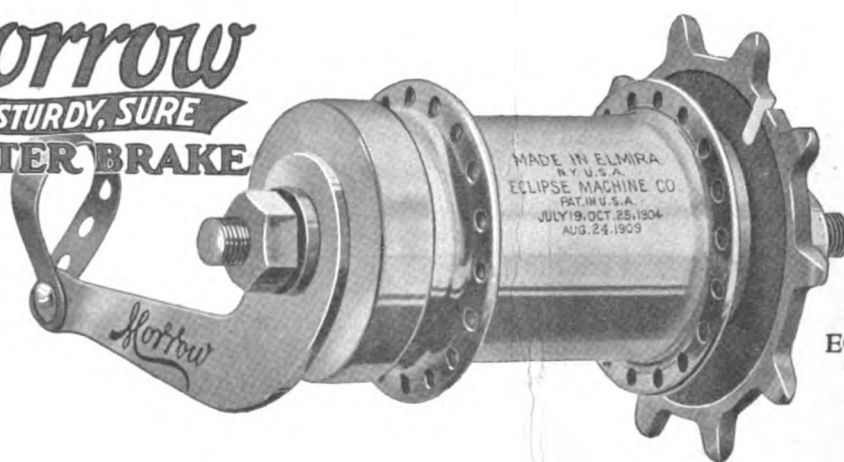
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ELMIRA, NEW YORK

Motorcycle & Bicycle ILLUSTRATED

Vol. 18

June 29, 1922

No. 26

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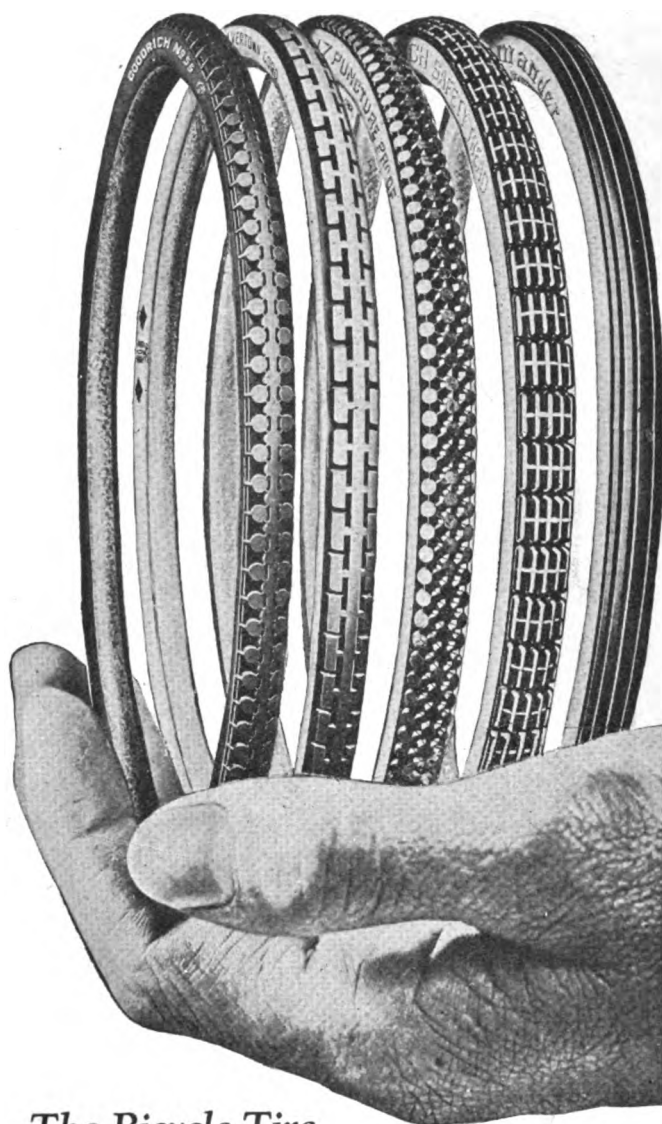
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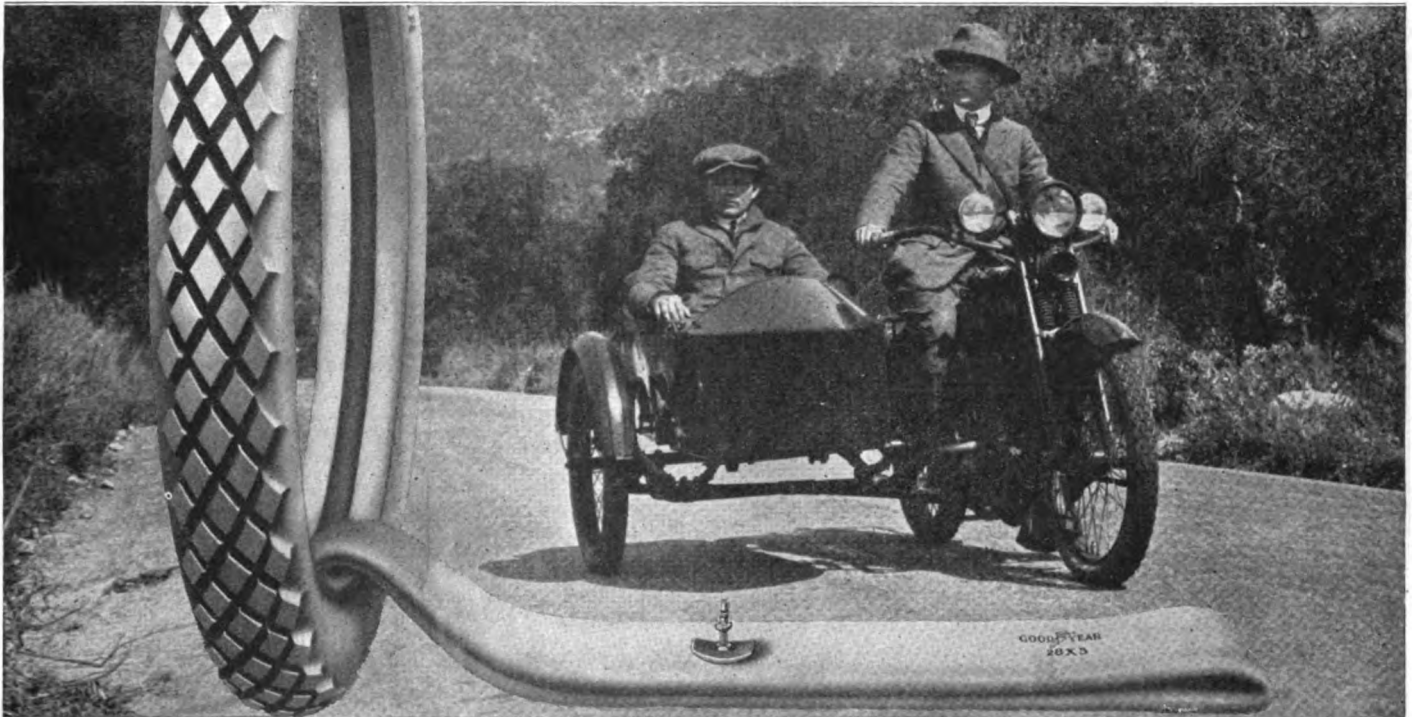


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The Torrington line is a good line to stock up with.

THE TORRINGTON CO.,
STANDARD PLANT
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No. 6

Torrington

Pedal

Replaces the No. 4

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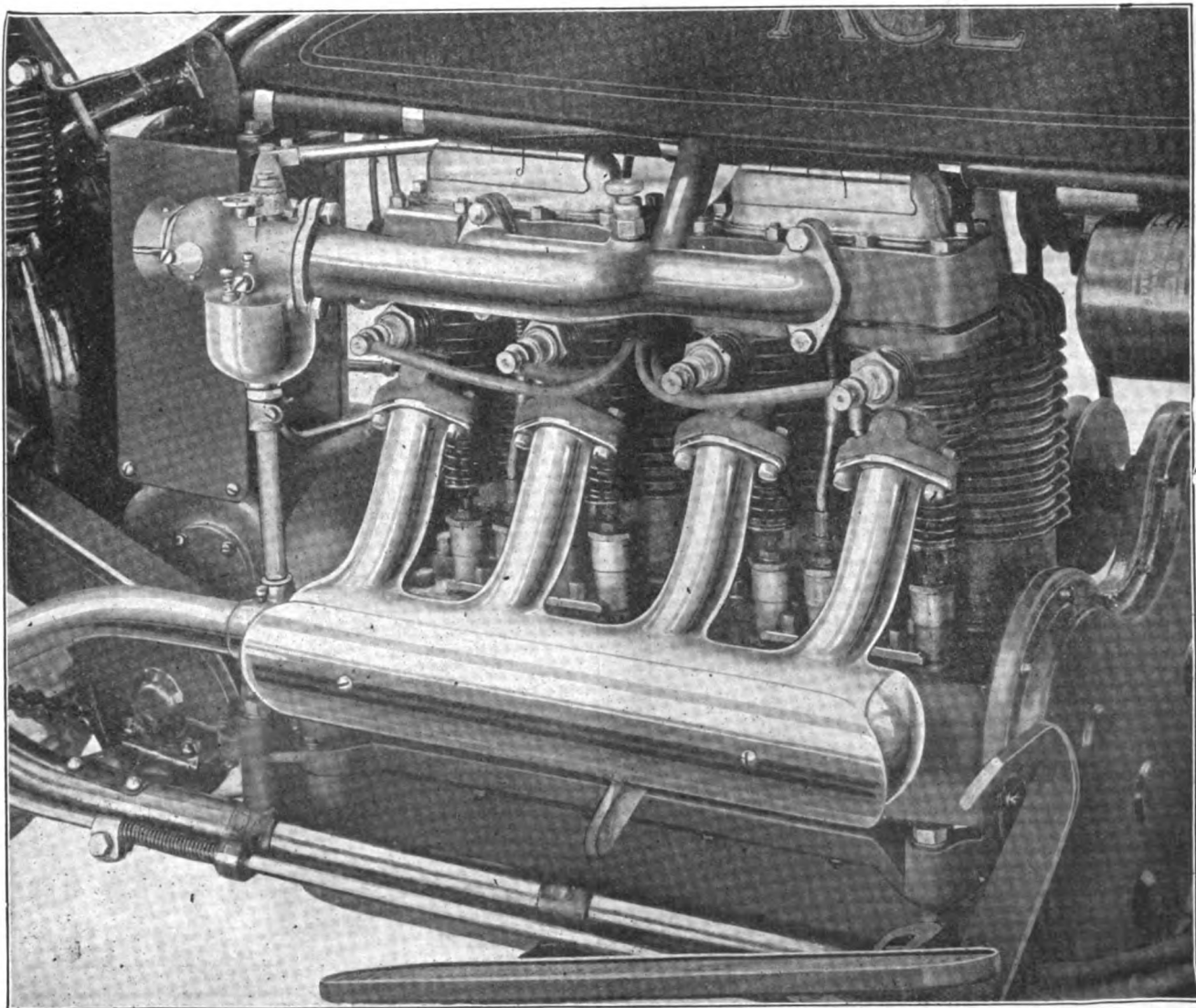
The remarkable series of Ace victories in this season's big endurance runs were a demonstration of dependability that guarantees uniform satisfaction in everyday service.

W. Fraser Halliday,
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Ace four-cylinder capability attracts a distinctive class of buyers—trade upon which dealers can confidently build business. For details of the new sales proposition, write to the Ace Motor Corporation, Erie Avenue and Sepvica Street, Philadelphia, Pa.



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At Tacoma Speedway, starting at noon, May 31, Wells Bennett broke all 24-hour records, doing an average of 65 miles an hour for the entire 1,562.54 miles, his Henderson being equipped with a



CORBIN-BROWN SPEEDOMETER *for* MOTORCYCLES

What the Corbin-Brown did for Bennett is best told in his own language:

On May 31, 1922, I succeeded in breaking the world's record for distance in 24 hours' continuous riding at Tacoma. I used a 1922 De Luxe Model Henderson Motorcycle equipped with a Corbin-Brown Speedometer.

The instrument proved most satisfactory in every detail and stayed with me through the long grind. It was correct by stop-watches at all speeds. The mileage was correct. The speed hand was steady at all speeds and did not waver or jerk, though the track was very rough. I could also see the luminous dial during the night perfectly.

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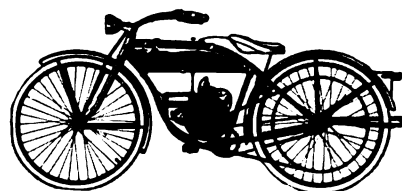
**All you have to do is to show
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Let your customers be judge and jury and the verdict will be in your favor.

The EVANS **sells**. There's no doubt about it. We make this doubly sure by pricing it low—only \$135—and by building it to travel up to 35 miles an hour with a gasoline consumption as low as 165 miles on a single gallon.

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Sell the BICYCLE NOT the NAME PLATE

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DELPHI**

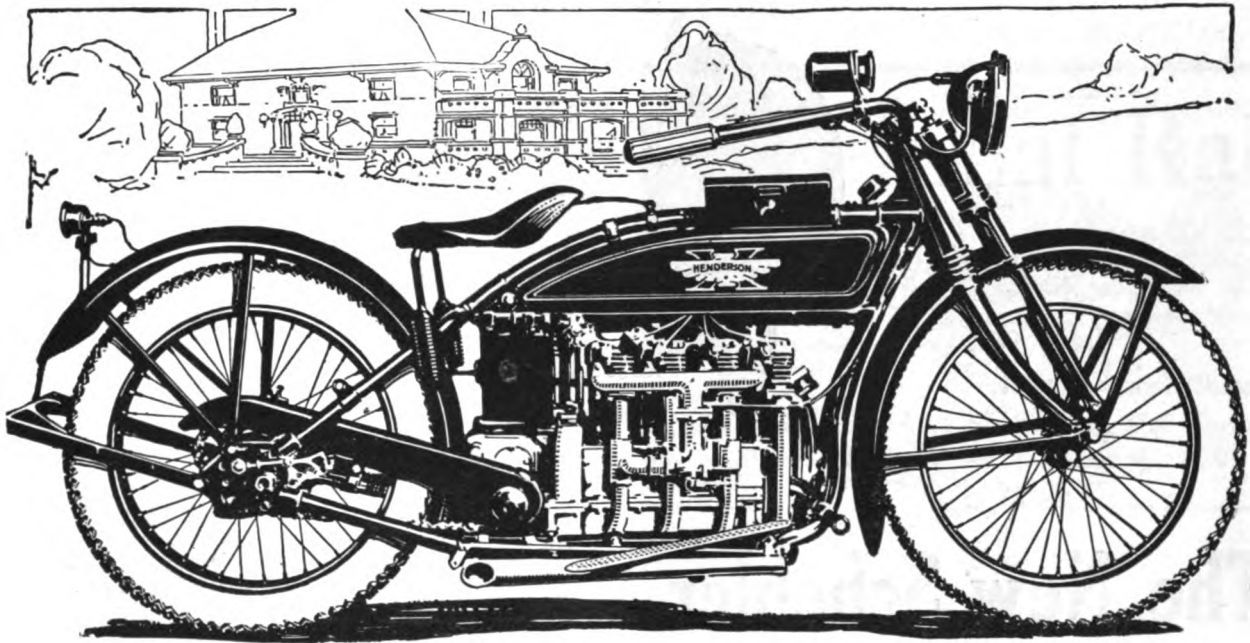
If we have not already established an agency in your town, we will be pleased to ship you a sample, also quote you prices on the full line. Don't miss this opportunity to get the agency for the very best bicycle at the least money.



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WHAT FRANCE THINKS OF THE NEW HENDERSON



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"The motor is a veritable *chef-d'oeuvre* of American mechanics. It is very simple. One immediately notices the absence of complications and he cannot help but admire the extremely clean-cut lines of the machine. The finish of every part evidences the extreme care observed in its manufacture. All in all, the new Henderson represents the *acme of mechanical perfection*.

"THE incontestable superiority of the four-cylinder motorcycle is evidenced above all things in the going. It is not exaggerating to say that when one has once ridden a four-cylinder machine, *one never wants another kind*.

"Perfect silence is one of the characteristics of the four-cylinder machine; also a complete absence of vibration and most excellent riding balance. This absence of vibration brings very great comfort and very great *sweetness* in the going, and radically does away with abnormal wear of motor parts."

Excelsior Motor Mfg. & Supply Co.

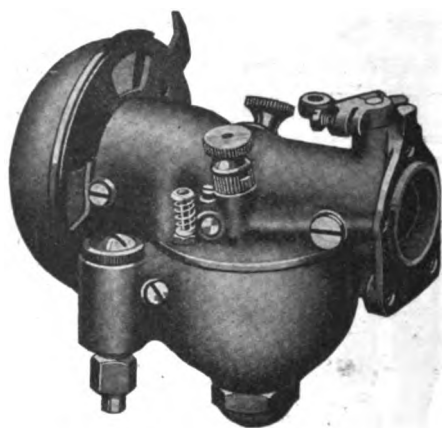
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The New Schebler De Luxe Carburetor Will Give You a Real Thrill

It stands foremost in the field of plain tube carburetors just as the Model H is the acknowledged leader in the field of air valve carburetors.

*Ask the Rider Who Has One
Consult Your Service Station*

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Indianapolis, U. S. A.

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Motorcycle & Bicycle ILLUSTRATED



VOLUME 18

New York, June 29, 1922

NUMBER 26

Planning Tours *to* National Rally

ALL roads lead to Rochester, but some are better than others.

This is one of the things to be borne in mind by the thousands of motorcycle riders who are planning their vacation tours to the National M. and A. T. A. rally at Rochester, N. Y., July 31 to August 3.

The plan is to organize a number of

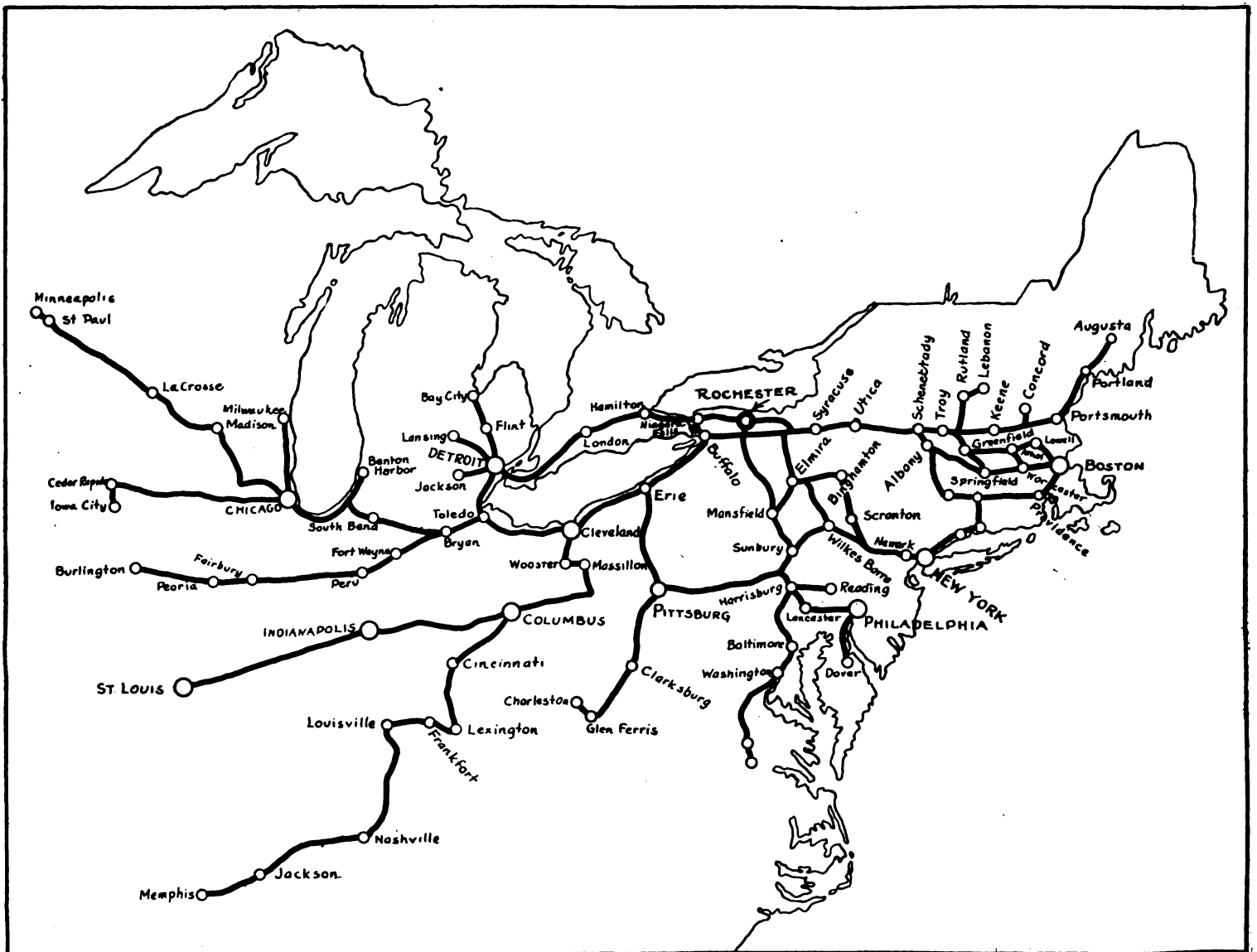
"Main Tours" starting from convenient points in different sections of the country. Riders from adjacent territory will arrange their schedules to join the main tour from their section, at the most convenient point, thus swelling the tour as it progresses towards Rochester.

As the plans stand at present one of these main tours will start from Chicago,

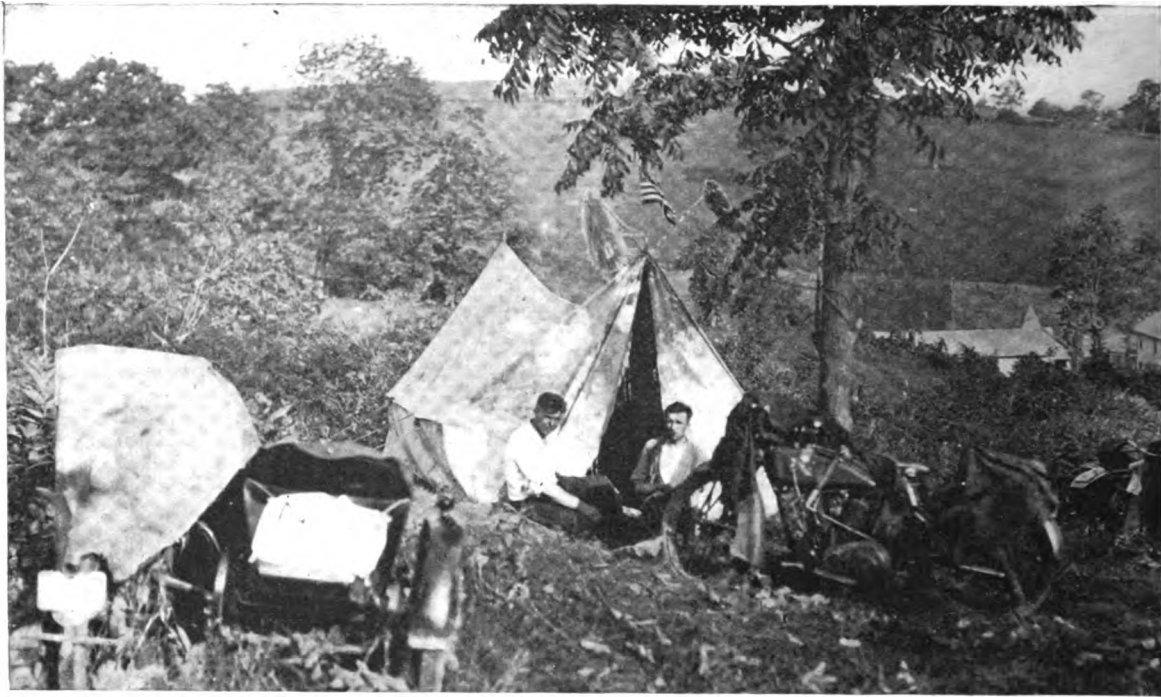
one from Washington, D. C., one from Pittsburgh, one from Philadelphia, one from Louisville, one from St. Louis, one from Cincinnati, one from New York and one from Boston.

Starting From Chicago

W. G. Paulson, 3700 Cortland Street, Chicago, has been appointed tourmaster



This map gives an idea of the possible routes to the Rochester Rally



Camping along the way is what many tourists to the National Motorcycle Rally at Rochester are planning.

for the main tour leaving that city. The exact route has not yet been selected but it will probably be from Chicago to Michigan City, Ind., across to South Bend and Ligonier, Ind., then to Toledo by way of Bryan, Ohio. From Toledo to Cleveland and from Cleveland along the lake shore to Erie, Pa., and Buffalo, N. Y.

From Buffalo there are two routes, one by way of Niagara Falls, which doubtless will appeal to most of the riders who have not seen the Falls. By either route the roads to Rochester are Boulevards. Many of the riders will also probably take advantage of a boat trip between Cleveland and Buffalo, either going or coming.

Riders from Minnesota, Wisconsin and Iowa will probably find it to their advantage to get to Chicago in time to start with the tour from there. Possibly a number of Wisconsin riders will tour together from Milwaukee or Madison to Chicago.

Riders from Detroit have announced that a Michigan tour is planned to start from that place but whether they will ride to Toledo and join the main tour from Chicago when it reaches there or whether they will ride the northern route through Canada has not been determined. Possibly they will go one route, traveling East, and another traveling West. Other tourists who ride with the Chicago tour may take advantage of the chance for change of scenery, and travel through Canada on the return journey.

The tour from St. Louis will doubtless be by way of Indianapolis, Ind., and Columbus, Ohio, to Cleveland where it will take the same route as the Chicago tour. If possible schedules will be so arranged that the tours will meet at Cleveland and travel together from there on.

Louisville Tourists will probably ride to

Cincinnati and join the Cincinnati tour there for a combined tour to Columbus, where, if schedules meet, they will join in with the St. Louis Tourists for the ride to Cleveland and on to Rochester.

Riders from farther West than St. Louis will plan to get to that point in time to start with the tour from there while those from south of Louisville could join either the St. Louis or Louisville tours. From Memphis, for instance, it would be about the same to ride to St. Louis or to Louisville but some total mileage would be saved by going Louisville way.

From Beanville To Rochester

From the East the Boston tour has the choice of two routes but will probably go the northern or Mohawk Trail route because of its greater scenic beauties. Riders from Rhode Island, Maine, New Hampshire and Vermont can join this tour as it passes along, the route being Boston to Fitchburg, Mass., Gardiner, Athol, Miller's Falls, Turner's Falls, Greenfield, North Adams, and Troy, N. Y. Riders from Worcester can easily join the town at Athol while Springfield riders can pick up the tour at North Adams.

The riders from Richmond and other East Coast points will doubtless join the Washington and Baltimore tour which has the choice of several routes up through Pennsylvania. Possibly a trip by way of Gettysburg and Harrisburg and then almost straight north across Pennsylvania to Corning, N. Y., and from there almost due north to Rochester will be found available, or a slight digression to Elmira will join up with the New York tour. Philadelphia and Western New Jersey riders could join at Harrisburg. This tour could also turn east at

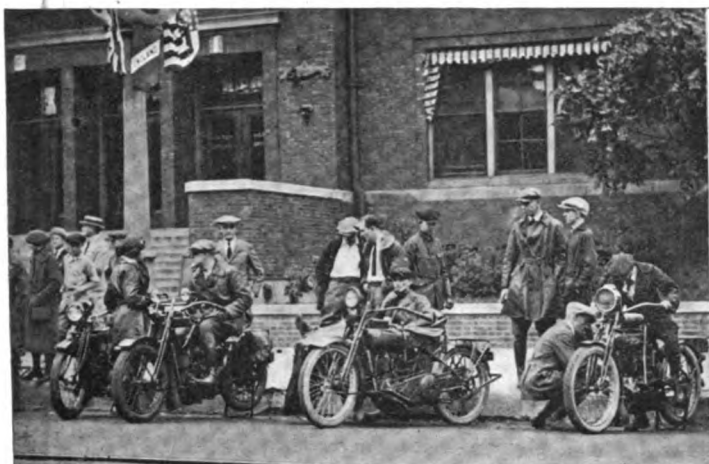
Sudbury and join the New York tour at Wilkes-Barre.

The riders of Northern New Jersey, Western Connecticut, and Southeastern New York will comprise the New York tour. They could ride up the Hudson to Albany and Troy and join the Boston tour there but it will be considerably shorter and just as interesting to ride northwest through Pennsylvania and New York State, possibly by way of the Delaware Water Gap to Scranton or Wilkes-Barre, Pa., and thence to Binghamton and Elmira, N. Y., which city might easily be made a junction point for the New York, Washington, Baltimore and Philadelphia tours which could all travel from Elmira to Rochester by way of Ithaca and Geneva.

Western Pennsylvania riders will be piloted by S. C. Hamilton of Pittsburgh. There are several possible routes, one almost directly north to Cleveland where the tours from the West could be joined, or another East to Johnstown, cutting into the route of the Washington and Philadelphia tours at Liverpool and continuing on with them by way of Elmira. The route to Cleveland will not be as mountainous. West Virginia and Southeastern Ohio riders will probably find it convenient to start with the Pittsburgh contingent.

Jes Campbell has been named as leader of the Philadelphia crowd, A. G. Aldrich to head the Washington and Baltimore riders and George A. Ellis to head the bean eaters from Boston and E. B. Holton to pilot the riders from Newark and New Jersey.

Volunteer leaders are wanted from St. Louis, Indianapolis, Louisville, Cincinnati, Dayton, and Columbus to organize the tours to join the main tours at convenient points.



A few early arrivals at the starting point for the Milwaukee Gypsy Tours. The man kneeling beside the machine in the center is William Harley, who is making an adjustment on "Pete" Schneider's veteran Flying Merkel, which has participated in the Milwaukee tours since 1913. At the right is shown President Walter Davidson, of the Harley-Davidson Motor Company, who acted as chauffeur for Mr. Harley, who rode easy in the sidecar

Elkhart Lake, Wis., Rendezvous of 16 Gypsy Tours

ROADS from sixteen Wisconsin cities formed the spokes of the 1922 Gypsy Tour with the hub at Elkhart Lake, 70 miles from Milwaukee. The spokes led from the following cities: Milwaukee, Fond du Lac, Wausau, Whitewater, Waukesha, Fort Atkinson, Sun Prairie, Sheboygan, Manitowoc, Two Rivers, Neenah, Menasha, New London, Oshkosh, Green Bay and Appleton.

These cities poured in several hundred tourists. Milwaukee's tour was characterized by an innovation in the variety of vehicles that participated. Despite threatening weather and a drizzle, five Milwaukee bicyclists left the local auditorium at 6 A. M. for the 70-mile pedal-fest to Elkhart. The party numbered Louis Pierron, Russel Ridley, William Kusseron, H. F. Haussman, Al Hartung and Hiram Everts.

An hour later the motorwheel division, captained by H. H. Dugdale, of the Briggs & Stratton Motor Co., left for the same destination. There were about a dozen in this party.

The motorcycle aggregation gathered before 8 o'clock for the tour. "Slim," the cycle editor of *The Milwaukee Journal*,

supervised the line-up. Louis Peterik, who was to be tourmaster, was unable to assume his duties on account of illness. Conspicuous in the formation were Jim Clark, Indian and Evans dealer, Gustave Wartgow, Walter Davidson, resplendent in a new riding habit, William Harley, also well sceneried, Don Stephens and his trick hat, T. A. Miller of the H-D sales fame and Hugh Sharp mounted on one of the red chargers he now represents.

Miss Hazel Bilty, at once a most fascinating, fetching picture on her vermilion sport model, was an oasis of color in the desert of drab riding clothes and conservatively colored machines. Mr. Davidson and Mr. Harley rode an attractive blue sidecar outfit.

The Fond du Lac body of riders wore brilliant red or green shirts.

At the lake Wallis Wrede, as chairman of the games and contest committee, kept everybody busy and happy. Miss Bilty gave a very interesting exhibition of trick swimming and fancy diving. John Romadka and John Budzein figured in the men's swimming events. Jim Clark's married men's baseball team took the singles, under the captaincy of Ray Sood,

into camp. Saturday evening a gypsy dance was given at which the belles of nearby towns shone in enchanting brilliance along with the visiting ladies.

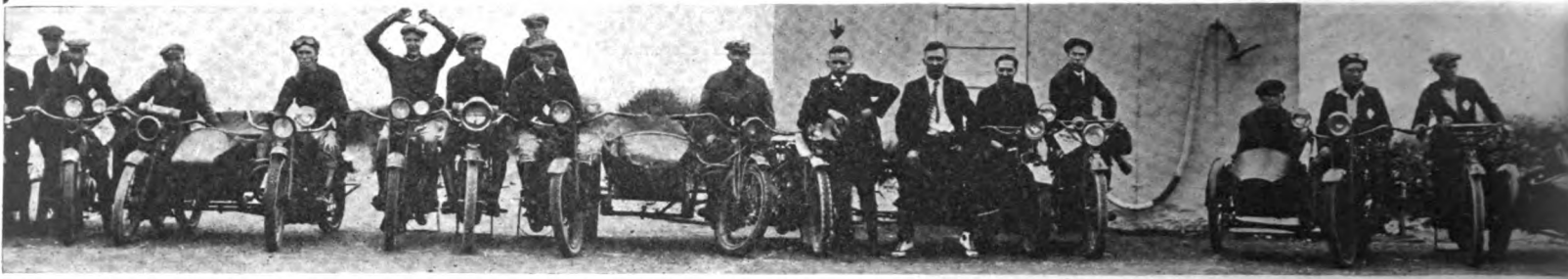
In the Milwaukee party were Excellsors, Reading-Standards, Indians, Briggs and Stratton Motor Wheels, Harley-Davidsons, Hendersons and the old twin Merkel of Pete Schneider, veteran of about ten gypsy tours, and the cyclists.

TEXAS HAS LARGE TURNOUT

ONE of the largest gatherings of motorcyclists ever assembled in that part of the country was held at Glen Rose, Texas, on June 18 and 19, and proved to be one of the most successful Gypsy Tours ever held in the Lone Star State. At noon Saturday, June 17, the riders all met at the Harley-Davidson Sales Co., in Dallas, being the starting point, and from there proceeded to Glen Rose, about a five hour jaunt from the big city of the southwest. Upon arrival at Glen Rose the first event was one of the finest fried chicken suppers imaginable, including corn on the cob, hot biscuits, watermelon and everything that goes to make an honest to goodness supper for a bunch of



At the left, some of the Milwaukee, Wis., Gypsies. At the right, a few from Dallas, Tex.



Ohio Gypsies who gal

motorcycle riders who are naturally hungry. Ira A. Cauble, sales manager for Harley-Davidson Sales Company of Dallas, and long-time motorcycle rider, was Tourmaster and had complete charge of the combined Gypsy Tour. Sunday was the big day; everyone enjoyed the fine swimming, mountain hiking and the motorcycle stunts that the tourmaster had arranged for the day; several prizes being given for various kinds of stunts that go to make a Gypsy Tour a success. So the big eats were again spread before the ravenous throng at 11 a. m.

READING, PA., HAS GREAT TOUR

A TOTAL of 162 machines with 312 people started the most successful Gypsy Tour that the Reading Motorcycle Club has ever had. Promptly at 8 o'clock the Tourmaster Ardis Hettinger gave the command all aboard for Easton, Pa., and the Tourists started to witness the Pa. State Championship Hill climb at Martin's Creek together with hundreds of other tourists. The Reading Club was one of the first to get there, and gathered in the space set apart for them by the hill climb officials. Toward the end of the climb the Club started homeward. The Club attracted lots of attention on the route, and many were the compliments of the public on the neatness and cleanliness of the riders. Also, the absence of the speed demons, and the open muffler booms. Reading riders were toggled out in little sport caps. And they say they won the cup for the largest attendance.

CLEVELAND INDIAN GYPSIES

THE Indian riders of Cleveland claim that their sixth annual picnic and tour held last Sunday was the best they ever had. The tourists thoroughly enjoyed the twenty-five mile ride to Mentor Park. The weather was ideal and all events were handled with dispatch. There races were sidecar contests, slow solo race, baseball games, pie eating contest, etc. Many handsome prizes were given by the tire and accessory dealers. The ball game was played between the married and single riders. The married men won, 10 to 3. Maj. F. S. Long of the Hendee Co. was umpire. His commanding voice forbade all disputes and arguments. Rufus S. McConnell acted as Tour Master. John A. Zucker, the Cleveland Indian man, was the host.

TOLEDO BELIEVES IN CO-OPERATION

THE Toledo, Ohio, Gypsy Tour, promoted by the Toledo dealers, was a conclusive demonstration that co-operation pays. With lowering skies, which discouraged many who otherwise would have come, close to a hundred left the armory for Cedar Point.

The tour was in two divisions: the first consisting of solo machines, and the second of sidecars. With able leaders who held down the pace, an average of 20 miles an hour was maintained which made it possible for every one to keep up.

The trip was 67 miles each way and a stopover was made at Fremont where the tourists from Findlay and Fostoria met up with the Toledo riders, all continuing to Cedar Point where they arrived about 11 o'clock. Owing to the fact there are numerous attractions which appealed to everybody, no schedule of events was made, with one exception, of calling the riders together for a picture at one o'clock. Due to the fact that many were interested in other things at the time, quite a percentage of the riders were not on hand for the picture.

The rest of the day was spent as each thought best, and the return trip was made at 4 o'clock. Shortly after noon the sun came out and livened things up considerably and the result was that all arrived home tired but happy over the day's experience.

POSTPONE WIL-DEL DOINGS

THE Gypsy Tour for Wilmington, Del. and vicinity under the auspices of the Wil-Del Motorcycle Club and dealers, C. B. Schnepfe, John Minnick, Frank McKinney and D. T. Van Sire, started from Rodney Square at 8:45 o'clock on Sunday for Tolchester Beach with 40 motorcycles and 10 automobiles carrying more than 150 enthusiasts and boosters going.

The run was headed by the Tourmaster and his aid W. Hambleton, assisted by Captain C. B. Schnepfe, D. T. Van Sire. The machines were divided into three sections under Lieutenants W. Schwetzer, Charles Thompson and J. Gallo. The party arrived at the beach at one o'clock. One hour was allowed for lunch, the sports starting at 2. p. m. The time not being sufficient to carry out the program, the sports were stopped at 6 o'clock to

allow those riders to get home before dark, that desired to do so. The remainder of the program was postponed to an early date, the time and place to be announced later.

DENVER HAS TWO TOURS

ON account of the presence of two sanctioned M. & A. T. A. clubs in Denver there were two separate tours this year. The Western Motorcycle Club supported by The Western Supplies Co. and Walt Whiting toured to Diamond Park in Bear Creek Canon about 35 miles from Denver. Eats were furnished by the club. Games and field sports were indulged in and all report a good time. Walt Whiting was tourmaster.

The Denver Motorcycle Club which is supported by Floyd Clymer made Bergen Park, a beauty spot in the foothills about 30 miles from the city, their objective. Here in the shade of giant spruces they spread their basket lunches on a huge table, and from all reports no one went away hungry. This club also enjoyed a day of field sports and a general good time. Joe McCarthy was the tourmaster.

The total number of machines which took part in the two tours was 92. This is considerably less than the total number of machines which has taken part in the Gypsy Tours of other years and would seem a rebuke to the two club idea. The rider members of the two clubs are entirely friendly toward one another and it is to be regretted that they cannot organize for themselves and conduct their own club without taking up the dealers' differences.

PREFERS COMFORT TO SPEED

EDITOR MOTORCYCLE AND BICYCLE ILLUSTRATED.—I notice about all motorcycle talk is speed and more speed. Why don't the makers pay more attention to better and longer springs and gear drive, instead of chain drive. There is no reason why a cycle can not be made more comfortable and easy riding. Riders here are having a lot of trouble with their chains and sprockets which would be done away with, with the use of gear drive. Why not an easier riding machine and gear drive, instead of more speed? I think the boys should take this up with the makers through your magazine. What do you think of this?—William A. Park, Waterford, Conn.



Cedar Point on Lake Erie

Short Gypsy Tours Most Fun

AN analysis of Gypsy Tours reports received by **MOTORCYCLE AND BICYCLE ILLUSTRATED** indicates that it is easier to collect a crowd for a short tour than it is for a long one. Tours in which the total round trip mileage was a hundred miles or less show a good attendance, when considered in proportion to the number of riders in the localities where the tours were organized, while tours of greater mileage attracted fewer riders.

The longest tours were those in California, several of them reaching a total close to 500 miles for the round trip from starting point to the rallying point at Pismo Beach. There was a big crowd at the Beach and the fact that three days were given over to going, coming and the fun at the beach helped considerably to increase the crowd, but the individual tours were small. In all there were 21 tour masters appointed to organize tours to Pismo Beach. The report was that there were about 1,000 riders in attendance. Only a few of the individual tourmasters have returned blanks to **MOTORCYCLE AND BICYCLE ILLUSTRATED** and of these the Los Angeles tour was the largest, reporting 66 under one tourmaster and 9 under another, a total of 75. They had over 400 miles to ride.

In the Middle West there were several central rallying points. Many Southern Wisconsin riders congregated at Elkhart Lake. Michigan riders to the number of 400 or more met at Lansing, the majority coming from a radius of less than 100 miles. Michigan City, Ind., and Cedar Point, Ohio, also drew good crowds.

In the East Old Orchard, Me., was the rendezvous of New England riders, but their three day outing was badly messed up by the weather man who turned the hose on the crowd for three days straight.

Riders from Eastern New York, New Jersey and Eastern Pennsylvania went to Martin's Creek, Pa., to witness a hill climb. The distance for many was close to 200 miles for the round trip.

The lesson seems to be that a multitude of sectional rallying points drawing tours from a radius of not over 50 miles, will bring out more tourists and please more

riders than a few big centers seeking to draw tourists from a hundred and fifty to two hundred miles around.

Take, for example, the case of St. Louis which always has one of the biggest tours organized. This year the round trip distance was 75 miles and over 400 tourists took part. Another big tour was reported from Cleveland where 500 riders took a 50-mile jaunt to a convenient picnic park.

A short journey, to a convenient lake or river where an old fashioned picnic can be held, is the ideal one-day Gypsy Tour. If a two-day tour is planned of course the distance can be increased.

Detailed reports received up-to-date follow. The mileage given is for the round trip.

CALIFORNIA

Bakersfield to Pismo Beach—350 miles. 9 tourists. E. Roux, tourmaster.
Los Angeles to Pismo Beach—404 miles. 9 tourists. W. W. Jaworski, T. M.
Los Angeles to Pismo Beach—424 miles. 66 tourists. Frank Clark, T. M.
Oakland to Pismo Beach—484 miles. 11 tourists. E. F. Rose, T. M.
San Jose to Pismo Beach—420 miles. 26 tourists. H. G. Hunt, T. M.
San Mateo to Pismo Beach—475 miles. 9 tourists. R. Boerner, T. M.

COLORADO

La Junta to Twenty-Mile Springs—98 miles. 18 tourists. C. E. Groom, T. M.
Denver to Bergen Park—60 miles. 95 tourists. Joe McCarthy, tourmaster.

CONNECTICUT

Waterbury to Hartford—66 miles. 46 tourists. Robert Miller, tourmaster.
Winsted to Mt. Tom—214 miles. 17 tourists. A. B. Comstock, T. M.
New Haven to Lake Onosepaug—56 miles. 38 tourists. Rich Veazle, T. M.

ILLINOIS

Waukegan to Clinton, Ia.—350 miles. 13 tourists. Matt Saam, tourmaster.
West Frankfort to Ferns Cliff—60 miles. 12 tourists. T. H. Dailey, T. M.
Peru to Mosbach's Grove—30 miles. 42 tourists. Herman Gleich, T. M.

INDIANA

Peru to Lake Manitou—62 miles. 1 tourist. Bert Boon, tourmaster.
Richmond to Magnesia Springs—80 miles. 20 tourists. R. Campbell, T. M.
Fort Wayne to Michigan City—246 miles. 6 tourists. G. A. Longworth, T. M.
Indianapolis to Cataract Falls—189 miles. 25 tourists. Rudy Claffey, T. M.
Goshen to Michigan City—140 miles. 19 tourists. C. C. Cunsler, T. M.

IOWA

Marshalltown to Waterloo—125 miles. 50 tourists. J. M. Johnson, T. M.
Sioux City to Iowa Falls—190 miles. 35 tourists. E. D. Lindquist, tourmaster.

KANSAS

Goodland to Sharon Springs—75 miles. 30 tourists. Mrs. E. W. Whitman, tourmistress.

MARYLAND

Union Bridge to York—118 miles. 10 tourists. O. W. Hess, tourmaster.

MASSACHUSETTS

Hyde Park to Old Orchard, Me.—250 miles. 20 tourists. Edward Hallett, tourmaster.
Lowell to Old Orchard, Me.—195 miles. 21 tourists. F. A. Farrenf, T. M.
Boston to Old Orchard, Me.—250 miles. 175 tourists. George A. Ellis, T. M.
Haverhill to Old Orchard, Me.—160 miles. 65 tourists. O. Maroncelli, T. M.

MICHIGAN

Pontiac to Lansing—214 miles. 13 tourists. W. D. Hess, tourmaster.

MINNESOTA

Blmldgi to Crookston and Fargo—360 miles. 6 tourists. H. F. Stahl, T. M.
Twin Cities to Rochester, Minn.—240 miles. 127 tourists. W. E. Schwabel, tourmaster.

MISSOURI

St. Louis to Hollow—75 miles. 400 tourists. J. E. Criner, tourmaster.

NEBRASKA

Holdredge to Elm Creek—50 miles. 20 tourists. Carl O. Skoog, tourmaster.
Omaha to Lake Quinnebough—125 miles. 250 tourists. Erwin Rohlf, T. M.

NEW HAMPSHIRE

Manchester to Old Orchard, Me.—184 miles. 17 tourists. Pete Forest, tourmaster.

NEW JERSEY

E. Rutherford to Martin's Creek—161 miles. 10 tourists. D. S. Hopper, tourmaster.
N. Bergen to Martin's Creek—180 miles. 52 tourists. Morton D. Lantz, T. M.
Camden to Bridgetown—84 miles. 184 tourists. Nelson Hubbs, T. M.
Dover to Martin's Creek—108 miles. 76 tourists. Nick Carthage, T. M.
Plainfield to Martin's Creek—125 miles. 20 tourists. George L. Simon, T. M.

NORTH CAROLINA

Durham to Chapel Hill—62 miles. 40 tourists. S. E. Rochelle, T. M.
Raleigh to Holt's Lake—70 miles. 22 tourists. J. Siegfried, tourmaster.

MARYLAND

Untontown to Hancock—208 miles. 15 tourists. W. E. Noble, tourmaster.

NEW YORK

Elmira to Lake Kaynsa—85 miles. 42 tourists. Clarence Jones, T. M.
Cortland to Martin's Creek—220 miles. 37 tourists. Iver Koagstad, tourmaster.
Howell to Sea Breeze—165 miles. 19 tourists. Frederick Fawcett, T. M.
Syracuse to Sodus Point—140 miles. 75 tourists. Howard Dye, T. M.
New York to Lake Hopatcong, N. J.—104 miles. 15 tourists. Sam B. Yarock, T. M.

NEW MEXICO

Albuquerque to Santa Fe, N. M.—125 miles. 14 tourists. W. B. Johnson, T. M.

OHIO

Fostoria to Cedar Point—124 miles. 6 tourists. F. A. Copley, tourmaster.
Toledo to Cedar Point—140 miles. 72 tourists. Wallace Stuart, T. M.
Wooster to Odell's Lake—45 miles. 10 tourists. Milton Long, T. M.
Nelsonville to Guysville—30 miles. 30 tourists. A. D. Fanow, T. M.
Akron to Waynesburg—68 miles. 100 tourists. B. A. Waltz, T. M.
Canton to Wooster—90 miles. 14 tourists. J. A. Shawver, T. M.
Cleveland to Mentor Park—100 miles. 500 tourists. R. S. McConnell, T. M.

OREGON

Cottage Grove to McKenzie River, Ore.—80 miles. 14 tourists. Harry Rentle, T. M.
Portland to Green River Gorge—400 miles. 40 tourists. Ed. L. Holmes, T. M.

PENNSYLVANIA

Beaver Falls to Akron, Ohio—120 miles. 18 tourists. Wm. Glad, tourmaster.
Mechanicsburg to Big Pond—75 miles. 16 tourists. F. S. Senseneau, T. M.
Du Bois to Shawsville, Pa.—90 miles. 44 tourists. K. K. Irwin, T. M.



A few of the South Bend and Goshen, Ind., riders en route to Michigan City, Ind.

Altoona to Johnstown—83 miles. 43 tourists. J. E. Shaffer, T. M.
Harrisburg to Lancaster—80 miles. 75 tourists. S. A. Froelich, T. M.
Lancaster to Martin's Creek—198 miles. 5 tourists. E. L. Brooks, T. M.
Lebanon to Lancaster—75 miles. 45 tourists. John H. Hull, T. M.
Pittsburgh to Johnstown—150 miles. 400 tourists. S. C. Hamilton, T. M.
Reading to Martin's Creek—120 miles. 143 tourists. Ardis Hettinger, T. M.
Shenandoah to Martin's Creek—180 miles. 40 tourists. Michael Jevette, T. M.
Uniontown to Gettysburg—403 miles. 12 tourists. A. R. Crawford, T. M.

TENNESSEE

Knoxville to Maryville Blount—50 miles. 9 tourists. Harry C. Carter, tourmaster.

TEXAS

Dallas to Glen Rose—200 miles. 25 tourists. Ira A. Cauble, tourmaster.

VERMONT

Old Orchard, Me. 380 miles. 10 tourists. A. M. Flanders, T. M.

WEST VIRGINIA

Charleston to Glendenning—70 miles. 16 tourists. B. E. Andre, tourmaster.

WISCONSIN

Ashland to Lake Nemekegon—72 miles. 50 tourists. Harvey Wistram, tourmaster.

Fond du Lac to Elkhart Lake—90 miles. 18 tourists. John M. Funk, T. M.

Manitowoc to Elkhart Lake—90 miles. 35 tourists. Al Mundt, T. M.

Racine to Brown's Lake—75 miles. 18 tourists. James C. Nelson, T. M.

INCREASE LICENSE FEES

Albany, N. Y.—Beginning Saturday, July 1, the fee for registration of motorcycles is to be increased from \$2.50 to \$5.

QUESTION BOX

The Question Box is open to every one. If you have a question pertaining to either the bicycle or motorcycle we will endeavor to answer it. Address your questions to Question Box, *Motorcycle and Bicycle Illustrated*, 912-920 Broadway, New York.

Hard to Start

(1)—What makes a 74-cubic inch Harley-Davidson hard to start? The machine has only gone over 1,900 miles.

(2)—What motor sprocket would you advise me to use for solo riding?

San Francisco, Cal. A. F. F.

Answer

(1)—If the motor is in good condition, it should start without trouble, no matter if 74-cubic inch or smaller. This does not mean that it will start first kick in zero weather or after being idle for ten days. Among the causes of hard starting may be mentioned incorrect setting of the carburetor, dirty magneto contact-points, poor gasoline, poor oil, gummy piston rings, air leaks and valves not seating. As you give us no inkling at all about the condition of your motor, we cannot tell you just where the trouble is.

(2)—You do not say what model of motor you have nor what size of motor sprocket you are now using. Write the Harley-Davidson Motor Co., Milwaukee, Wisc., for the answer to this question, giving the motor number on the left side of the crank case.

Flush All the Motor

(1)—Does flushing a motor from top of piston to bottom of crankcase do the motor more good than merely flushing the crankcase with kerosene?

(2)—How about softening carbon on piston and in the combustion chamber over night with kerosene and draining through the crankcase?

Honolulu, H. I. A. P. Helbush.

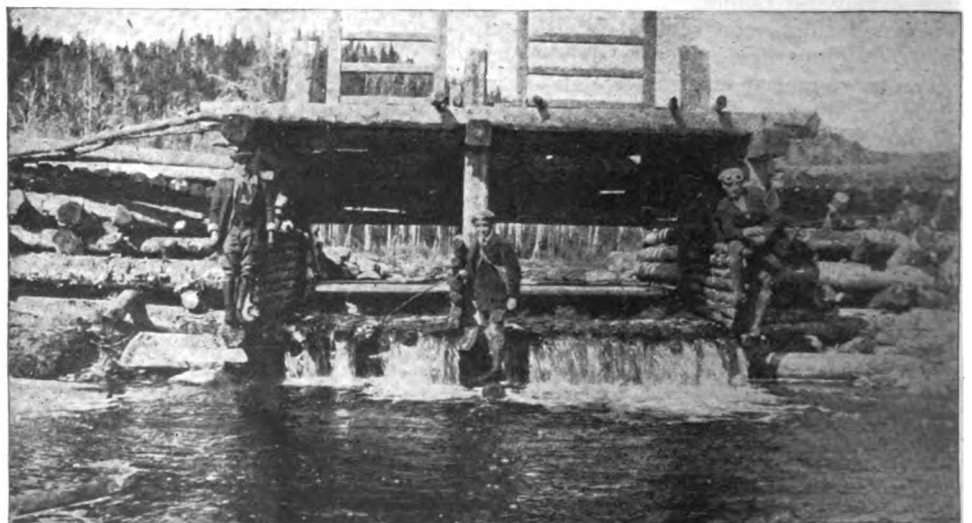
Answer

(1)—It is better to flush all the motor than just the crankcase.

(2)—This is excellent, but there is no necessity of draining the kerosene through the crankcase. One priming syringe of kerosene in each cylinder will be sufficient and should not need draining the next morning.



If you don't believe the Quebec Motorcycle riders live well, take a look at the little man in the white apron. He's the chef, and knows how to cook trout in fifty different way.



This is where those Quebec sports catch some of their trout. They extend a cordial invitation to American motorcyclists to come and see for themselves.

Michigan State Gypsy Tours

THE Michigan State Motorcycle Gypsy Tours which centered at Lansing this year were one grand success. Practically every section of the state was represented in the two-day get-together. More motorcycles were seen around the city than at any time before. All day Saturday the machines filed into the city followed by many more Sunday. The big event on the program for Saturday was the hill climbing contest staged on Doyles hill east of Mason. What was thought to be an impossible grade was conquered by the powerful machines. Detroit, Grand Rapids, Muskegon, Jackson and Lansing were well represented by riders of all makes. Silver trophies were donated by Harley-Davidson and Hendee Mfg. Co., Edwards Crist, Chicago, and O. C. Lenz, Lansing dealer, as well as tires by Firestone and Goodyear.

The first event for machines of 37 cu. in. was won by Hall, of Jackson, on a Harley-Davidson, with a climb of 86 ft. Morofsky and Noelp, two local Indian riders, rode hard but had to be contented with second and third places.

The Novice event was won by H. Horn, Excelsior, who was the first to go over the top, making the grade in 11 3-5 sec. on his second trial. Jimmey Reynolds on a Harley-Davidson was second making the hill just a little slower.

The 61 cu. in. professional brought out a fast list of entries as this gave the "pros" their first crack at the hill. After some spectacular riding and several spills Barney Dykstra of Grand Rapids on an Indian took first place in 9 sec. H. Horn, who had just been advanced from the novice class, was second.

The last event, the free-for-all, which was the big event of the day, called out the best that was to be had in man and machine. The hill was badly cut up by this time, but some good climbing and riding was yet to be had. Dykstra put his machine over in 12 sec. Then Eddie Levenduski, a well known "X" rider from Grand Rapids, made it 9 sec. flat. This looked good, but Lenz of Lansing came right back with a ride that shot his Harley-Davidson over the top in 8:3. This remained the best time of the day and stands as a record for the hill.

Lenz received the Harley-Davidson trophy offered by this company to the winner in the free-for-all event, while Dykstra received a similar trophy put up by the Indian Co. for winning the 61 cu. in. professional. Every one was well pleased with the way the climb was handled by Mr. Starnier, the club's M. & A. T. A. referee, and his officials. The local referee was assisted by Bill Freeman, M. & A. T. A. referee for the state. Everything went off without a hitch or argument.

MICHIGAN STARTS SOMETHING

THE Michigan motorcycle riders who congregated at Lansing for the state Gypsy Tour rally, started something that may well be of great importance to the M. and A. T. A.

They elected a state president of M. and A. T. A. clubs. This may quite logically develop into the first real state organization of the M. and A. T. A.

From the very beginning it has been recognized that a national organization, made up of individual membership and local clubs, is heavy at both the top and bottom and weak in the middle. Good, healthy state organization is needed. It is to be hoped that the clubs in other states will follow the example of Michigan and that we may soon see a number of flourishing state associations, with state conventions and rallies either at Gypsy Tour time or other favorable opportunity, depending on local conditions.

Perhaps we can finally get a real organization, the local clubs sending authorized representatives to the state convention and the state associations sending authorized delegates to the national convention, and we may eventually have a self-governing rider organization, which has always been the hope of the prime movers in the organization of the M. and A. T. A. competition control.

The climb had originally been planned for Sunday, but the sheriff notified the club that people in the vicinity of the hill had put in a kick and that he would have to stop the climb if it was held on Sunday. The only thing left to do was to have it on Saturday.

The balance of the program for Saturday consisted of a parade through the main streets and a banquet. The banquet and entertainment was ably handled by Mr. F. E. Furgason of the local club and was enjoyed by all. Short talks were given by the tourmasters from the cities

represented. It was decided to hold next year's tour either at Muskegon or Detroit.

A new office was created when Oscar C. Lenz, president of the Lansing Club, was chosen as grand president of all the Michigan clubs. It is expected that this will keep the clubs in closer relation with each other and help them co-operate much more in their activities. From all indications a large delegation will attend the National Rally at Rochester and will travel as one tour from Michigan.

Directly after the picture the tourists were taken to Park Lake, just out of Lansing, where a day of field sports were enjoyed. Everything that was possible to do with a motorcycle was attempted. Several spills added to the fun.

One of the novel events staged was the balloon race. Fifty rubber balloons of various colors were inflated and let loose on the field. The riders then proceeded to see how many they could break with their machines. The one bringing in the most broken balloons won the contest.

Another stunt that created considerable excitement was the ladies' contest. A "Dummy" was set up in the field to represent a man and the ladies were each given a crack at him with a frying pan, flatiron and a rolling pin. The best out of three won and it is needless to say that a married woman got the prize. Only one word explains this, "Experience."

Prizes were awarded for each event with points to determine the winner of the meet. Lenz again came to the front with a total of 20 points. Everyone left with a feeling that they had had the time of their lives and hoped that Lansing would again soon entertain.

SCHENECTADY TOUR

AFTER several postponements due to inclement weather, the Schenectady, N. Y., riders finally got away Sunday, June 24, for their annual Gypsie tour to Glens Falls and Round Pond, N. Y. About sixty turned out and they were headed by Henry Pfeil, Indian dealer and McQueen, Harley-Davidson dealer. Assisting the local dealers were Bert Baker and Carl Settle. The riders and their friends gathered at the state armory and left in time to reach Saratoga, N. Y., where a number from the club in that city joined them and were the local club's guests. The weather could not have been better for the trip through the foothills of the Adirondacks.

Before the return home late Sunday afternoon, there were athletic contests open to all and suitable prizes were awarded.



Two of Quebec's racing stars. Left, Polo LaChance. Right, Pit Metivier.

Omaha Club Members Real Gypsies

THE Omaha Motorcycle Club and cycle enthusiasts from Sioux City, Columbus, Grand Island, Lincoln and Council Bluff unanimously agree that their tour to Lake Quinebaugh was the best Gypsy tour they ever attended.

About 250 boosters were present, ninety percent of the riders having brought their wives, sweethearts or friends along to participate in the fun and good times which had been planned. The weather was ideal, the roads in the best of condition and the journey to Lake Quinebaugh, some sixty miles north of Omaha was up to anticipations.

The three Omaha groups checked out June 17 at 11:00 a. m., 3 p. m. and 7:00 p. m. on Saturday afternoon. Lieutenants in charge were Robert Boeck and Al Blivens, first group, Lou Isely and George King, second group, Herman Fisher and Maurice Frank, third group. The first group was led by Ervin Rohlff, Tour Master, who is with Victor H. Roos, the cycle man. Mr. Rohlff was in complete charge of the tour and events. He said "Never before in the history of cycling in Nebraska has there been such a gathering of good fellows."

CAUGHT THEIR OWN BREAKFAST

The program consisted of boating, fishing, swimming, dancing, games and contests. Four boats were furnished by the Club as well as five cottages for sleeping accommodations for ladies. Fishing—"Boy but it was great"—ten of the fellows caught enough for breakfast, while as for swimming—Say—ninety per cent. of the boys could make a fish look sick when it came to swallowing water.

Before the wienie roast Saturday night a Courts Martial was held for two of the riders that broke speed records and time, which resulted in a fine of \$100.00 or four hours of kitchen duty. Judge Ervin Rohlff, prosecuting attorney, Herb Rynerson of the Goodyear Tire & Rubber Co., Sam Carpenter was attorney for the defense, while George King was complaining witness. The wienie roast was a huge success and with the firelight out across the lake presented a picture not to be forgotten. As some 600 buns, 600 wienies and 15 pounds of coffee were consumed it is needless to say that the occasion was enjoyed.

After this every one danced—they couldn't help it for the jazzy selections given by the five piece negro orchestra were irresistible. Some few tried to slip in a few winks of sleep while all this was going on, but we wonder how successfully. The sunrise across Lake Quinebaugh awakened some, while still others

were already in line, waiting for the Chef, Lester Secrist, to flap another pancake on their plate.

About 7:00 o'clock the games and contests began, which consisted of tug of war, rack races, three-legged race, etc. Prizes for the contests were donated by the Goodyear, Firestone, Goodrich and United States tire companies, and by Sam Boord, and Victor Roos, Omaha cycle dealers. A ball game between Omaha, Columbus and Sioux City furnished a few hours of excitement. Two games were played, each being won by the Omaha team.

WHO AIDED THE TOUR

Those from Omaha taking a most active part in the arrangements were: Herb Rynerson, Ervin Rohlff, Otto Ramer, S. Fisher, Fred Sutton, Sam Carpenter, Gains and George King who were accompanied by their wives. Those from Sioux City were F. Schelman, Tour Master A. Christensen, Clarence Savage, D. Balow and C. H. Cain. Columbus and Lincoln turned out twenty-five riders, among whom were Ernest Frederick, C. Kruni, Snow Marks, Howard Brown and Big Lewis who was the long of the bunch as he is 6 feet, 5 inches tall. He also made the distance record having travelled over 200 miles.

WATERBURY HOLDS POSTPONED TOUR

THE Brass City Motorcycle Club of Waterbury, Conn., held its Gypsy tour June 25, rain having hindered them from holding the tour on the 18th although those gathered for tour on that day numbered 26 motorcycles and 52 people, and a private run was held to Peach Lake and such a good time was had by all that it was voted to go again on the 25th. Garland Duff was tour master and kept the riders at a pace not exceeding 28 miles an hour at any time. William Wingblade and William Lang took care of the riders who had any minor troubles but they had very little to do on repairs. Mr. Lang posted the road and George Vogt took care of the sports.

The ladies attended to the feeding of

the riders, and it seemed when Peach Lake was reached that every one had room for plenty of eats.

Everything went like clock work but that is usual when these efficient men are at the head of affairs. Every rider joined in with good will and the ladies were so eager to get into the sports that every event had to be run in three heats.

The prizes were all useful and the riders thought that they seemed to know just what each winner needed. The Goodyear Tire Co. gave a tire and this will be drawn for at the club meeting Thursday, every driver at the tour receiving a ticket.

HARRISBURG HAD A GOOD TOUR

THE Motorcycle Club of Harrisburg, Pa. observed the 1922 Annual Gypsy Tour by journeying to Rock Springs Park, Lancaster, Pa., for a day's outing and general good time. This club was joined there by the Chambersburg, Pa. and Lebanon, Pa. clubs in force; also several riders from Carlisle, York, Lancaster and surrounding territory,—in all about 200 machines were present. Picnic luncheons were carried by most all riders and enjoyed to the fullest extent by everyone, after which all machines and riders were assembled for a panoramic view by the photographer. The afternoon was well spent in a series of contests, with suitable prizes for the winners. Samuel Froehlich, Tourmaster, in charge of the run, was ably assisted in carrying out the day's program, by members of the road committee and club officials.

WHO GOT THE CAMERA?

SOME one who attended the Martin's Creek hill climb, June 18, is wondering where a valuable camera he found in his sidecar came from, and Jesse R. Augustine, of Long Island City, N. Y. is wondering who that some one is.

This is how it happened. Augustine parked his machine between two houses. Other machines were parked beside it. When he was getting ready to start home he set his camera which was a 3 A special Eastman, on the seat of a sidecar next to him while putting on his jacket. Then in the excitement and rush he started home without it. It was some time before he discovered that he didn't have the camera with him and remembered where he had left it. The other rider was gone.

Augustine who is a member of the Queensboro club would like very much to get his camera back and will reward the finder.

REPORT TO A. B.

IN justice to the riders on the GYPSY Tours we must have the Tourmaster's Report promptly so we can send out the medals, pins and membership cards quickly. The riders earned their medals, so tell us who they are so they can be sent promptly. Send report to A. B. Coffman, 326 West Madison St., Chicago, Ill., whether Tour was held or not.



Left: the fair cooks who fried the bacon and brewed the coffee for the Omaha Gypsies, who camped on the river bank over night. At the right: James Van Avery and Clyde Dinzel, who acted as tourmasters

Omaha Stages *the* Real Thing

SEVENTY-SIX tired but happy motorcyclists returned to their homes after taking part in a most successful Gypsy Tour staged under the auspices of the Nebraska Motorcycle & Bicycle Co. of Omaha.

Leaving Omaha Saturday afternoon in parade formation headed by James Van Avery and Clyde Dingel, tour masters, with a Firestone truck bringing up the rear, the tourists wended their way over roads that rivaled boulevards until they reached the camp site 38 miles away from Omaha on the Platte River near Ashland.

Tents had been pitched and a radio and a victrola concert was soon furnishing enjoyment. Around a roaring camp fire the crowd made merry by roasting succulent hot dogs and drowning them in gallons of steaming java, while they gave vent to warblings of popular and unpopular nature. Some few sleepy heads found the warblings to be of a nature not connected with rest but for the others the singing was most enjoyable. Those who managed to close their eyes for a few minutes were awakened at dawn by the speed artists tuning up for the race events on the $\frac{3}{4}$ mile straightaway on the concrete road adjoining the camp.

Two interesting speed brushes were staged, the solo event being won by Preston Care and the sidecar even by James Van Avery. Riders from Lincoln

TO our mind the Gypsy Tour Outing of the Omaha riders described in the stories of the two tours organized there were about as close to the real thing as any one could wish.

A short ride over good roads on a Saturday afternoon. A camp over night in tents or cottages beside river or lake, with hot dogs to roast in the camp fire, fragrant coffee to wash them down with and songs and laughter to aid digestion. A day of sports following and a tired but happy ride home in the evening.

That's the Gypsy tour idea.

who had rolled in at dawn swelled the party. By eight A. M. a fine breakfast of bacon and eggs, prepared by the ladies of the party, was being stowed away, while dealer Bill Wolff of Lincoln, Nebr. entertained with his banjo. Foot races for men and women, a broad jump, two boxing matches, a wrestling match and a novelty race kept every one on the edge until 11 A. M. when the swimming events were called. Many entered the water, and a number took part in a $\frac{1}{8}$ -mile swimming race.

When twelve o'clock came it did not take much persuasion to assemble the crowd. With mufflers closed, and in parade formation, the Gypsy Tourists drove into Ashland. The main street for an entire block was lined with motorcycles, and many compliments were paid

to the gentlemanly appearance of the riders. A big chicken dinner at the Ashland hotel satisfied the appetite of the tourists, the gathering completely filling the large dining room of the hotel. After dinner a few more interesting contests were held at the camp site, and then the tents were taken down, camp was broken and the Gypsies started on their homeward journey. Many stopped at the state fisheries near Gretna on the way back, but lowering clouds added speed to the others who hurried homeward. Opinion was unanimous that the event was the best and most interesting Gypsy Tour ever staged in Nebraska and in point of numbers the attendance was the largest of any staged in the state with the exception of the years 1916 and 1919.

Great credit for the success of the outing is due to the efforts of Vern Capalite of the So. Omaha Cycle Co., Wm. Wolff of the Wolff Cycle Co. of Lincoln, Ed. Grone of the Grone Cycle Co. of Lincoln and James Van Avery of the Nebraska Motorcycle & Bicycle Co. of Omaha. Others who added to the entertainment and labored for the success of the enterprise are Clyde Dingel, joint tourmaster with Van Avery, F. A. Mullaney, Art Benash, Floyd Barber, Mrs. D. A. Nace, Mrs. Art Benash, Mrs. Roy Tanner, H. Herzoff, Carl Cipra, Wm. Rickard, and others too numerous to mention.



Left: Omaha Tourists lined up for the photographer at Ashland, Neb. Right: the Gypsy camp in the grove beside the river

Harley-Davidson Rallies July 16

UNDER the leadership of Jes Campbell, chairman of the Middle Atlantic Harley-Davidson Dealers' Association, plans have been made for a number of sectional rallies on July 16, on which date the dealers of the different sections will act as hosts to the riders. The rally points will be so located that riders will not have too far to travel, for the main object is to get together, get acquainted and have a good time. It is probable also that the sectional rallies will be a big help in organizing the tours to the national rally at Rochester, the last of the month.

About twenty members of the Association with Campbell as chairman, assembled at the salesroom of H. Addison Bowie at Washington, D. C., last Sunday for their fourth monthly meeting.

Quite a lot was accomplished along the lines of sales promotion, but by far the most valuable move and the one of real interest to the riders was the deciding upon Sunday, July 16 as the date to hold a mammoth outing for the Harley-Davidson riders of the Middle Atlantic District.

Camden, Trenton and adjacent towns will be one center.

Washington, Baltimore, Fredericktown and surrounding towns, another.

Harrisburg and Reading will join in with the dealers in that section and there will be another rally in the northern part of Eastern Pa. with possibly Kingston and Scranton as a center.

A uniform and elaborate program of sports is being worked out so that every one attending will be assured of a good time and a day of fun.

GOOD FIELD FOR WICHITA

ENTRIES are beginning to come in for the National 300-mile Motorcycle Classic which will be held at Meridian Speedway, Wichita, Kas., on July 4. One of the latest entries was that of Walt Higley, the rider who set such a hot pace in the Dodge City classic

a year ago last summer. Higley did not race last season and was intending to retire but the lure of the Speedway was too much for him and with the persuasion of personal friends connected with the Speedway here, Higley decided to try his luck in the 300-mile grind again. Higley will bring with him Orie Dunham, a Colorado boy who is also a well known figure in the racing game.

Speck Warner, well known Kansas rider, who has a mortgage on fourth place having won it three times says this year he is going to move up a few notches.

Others who have put their names to entry blanks includes Ralph "Shrimp" Hepburn, who has been capturing a lot of prize money out on the Pacific Coast; Red Nelson, Dallas, Texas; Herb Jones, Augusta; John Kreiger, Denver; John Bagley, Omaha; Jack Mullendore, Dallas and O. C. Lovette, Kinsley, Kansas.

Other speed stars who are expected to enter are: Warren Cropp, Hammond Island; Red Parkhurst, Milwaukee; Ray Weisharr, Los Angeles, winner of fourth place in last year's race; Wald Korn, Davenport, Ia.; Curly Fredericks, Denver; Frank Kunc, Loveland, Colo., and Roy Meecham, Tulsa, Okla. All of these riders have been in communication with the promoters of the race.

Ed "Strangler" Lewis, holder of the world's championship wrestling title, will act as the starter. W. J. "Bill" Ash, who is said to be the most traveled traveling man in the United States, will referee the contest. He has been on the Pacific Coast scouting entries.

The long grind will be started at 1 o'clock on the mile and a half Meridian dirt track, four miles southwest of the business center of Wichita. The track is on a gravel road and buses will run on a regular schedule for the accommodation of those who are without motorcars or motorcycles.

It is doubtful if a fairly heavy rain would interfere with the race, it is said.

The track is well banked and six feet inside the pole is a ditch into which water will drain. This ditch circles the inside of the speedway.

ENGRAVERS ARE BUM ENGINEERS

AN illustration used recently in the advertising of the Excelsior Motor Mfg. and Supply Co., in connection with the new 24-hour and intermediate records made on Tacoma Speedway by Wells Bennett, showed Bennett on his DeLuxe Henderson. The photograph supplied the engraver was of the right side of the machine, but in the process of making the cut the negative was reversed and made it appear as the left side of the machine. Several of our readers have asked if Bennett was riding a machine in which the motor was turned back to front. He wasn't. It's all the fault of the engraver who, not being a motorcycle engineer, couldn't see that it made any difference which way the machine was headed. Any one familiar with photography will understand what happened to the negative.

TAKING NO CHANCES

CAUSTIC comment has been made regarding the prosaic young man who writes his love letters on a typewriter, possibly keeping carbon copies for reference, but the extreme of caution has been reached by a young chap, employed by a Stock Exchange house, who is fond of writing letters to his various lady friends during lulls in the day's affairs. He has half a dozen correspondents and is equally intimate with all of them, but, to guard against possible breach of promise suits, writes all his epistles on firm stationery at the bottom of which is the legend, "While we believe the above statements to be correct, they are not guaranteed."—*The Wall Street Journal*.



Some snapshots taken at the picnic of the Belmont Cycle Company of Newark, N. J. At the left, on the shores of Lake Hopatcong. Center, the tub race was a failure because no one could stay in the tubs. Right, Harry Schnell, who promoted the outing.



The big guns at the mid-Atlantic Sectional Hill Climb. Orrie Steele astride the motorcycle, Johnny Ubelacher at his right, George Dekoker leaning on the rear mudguard, and Art Bartold on his shoulders.

Steele and Ubelacher Shine at Egypt

ORRIE STEELE, of Paterson, N. J. captured the honors at the mid-Atlantic Sectional Hill climb, staged by the Rochester M. C. at Egypt, N. Y., Sunday, but John Ubelacher furnished the thrills.

Steele followed up his cleanup at Martin's Creek the Sunday before by doing the same thing at Egypt, taking first place in every event except the novice.

Ubelacher, who took second place in the 37 cu. in. expert, and the 61 cu. in. expert and third in the 80 cu. in. free-for all, was once thrown off his machine, backwards and once clung to the handle bars while the machine whirled above his head.

Steele followed up his cleanup at 12 seconds, held by T. N. T. Terpening, three times during the meet. Steele's best time was 10.21 seconds.

The day was ideal for hill climbing. It was cool with the sun sending down warm rays. The crowd was an enthusiastic one. The riders were cheered and those who reached the top were given thunderous plaudits. While Steele carried off the major portion of the day's prizes he had keen competition. Twenty-five entries were made.

George Dekoker, Rochester, Harley rider, was the first to scale the hill. He copped first place in the novice event for 61 cubic inch machines. He made the top in 29 3/5 seconds, the only one to go over in that event. Art Bartold, Rochester, rider on Harley, and also a demon auto racer, proved himself a big

favorite with the spectators. He copped two second prizes. He was given a big hand as he made his final try.

The hill was 480 feet high. It had a

grade of 60 degrees. Near the top it was estimated the grade was about 80 degrees. The course was 425 feet. The club had checkers on the hill. After every try a large blackboard half way up the hill showed the number of feet made by the rider.

The crowd was well handled by the club. Deputy sheriffs and state troopers were on hand to see that too-curious spectators did not get too near the course.

Much credit for the big success of the affair was given Chairman of the Sports Committee Walter Van Epps. He seemed to be in all places at the same time and worked assiduously to make the program the best ever held by the club.

An audience of over 8,000 spectators witnessed the climbs. The same hill is to be used for the National Hill Climb events to be held August 3, in connection with the National Rally.

Summaries:

Sixty-one Cubic Inches. Novice—First, George De Kiker, Rochester, over the top, 29 3-5 seconds; second, George Gordon, Rochester, 374 feet; third, B. S. Surber, Elinira, 286 1/2 feet.

Thirty-seven Cubic Inches. Expert—First, Orrie Steele, Paterson, 383 feet; second, John Ubelacher, Rochester, 249 feet; third, P. Gillette, Rochester, 244 feet.

Sixty-one Cubic Inches. Expert—First, Orrie Steele, Paterson, over the top, 11 3-5 seconds; second, John Ubelacher, Rochester, 21 3-5 seconds; third, Art Bartold, Rochester, 22 3-5 seconds.

Eighty Cubic Inches. Free-for-All—First, Orrie Steele, Paterson, over the top, 10:21 seconds; second, Art Bartold, Rochester, 389 feet; third, John Ubelacher, Rochester, 376 feet.

CO-OPERATION

It Is Not a One-Sided Proposition

"C O-OPERATION" — Lord, how abused and misused that word is.

Noah Webster says that co-operation means to work jointly to the same end. That implies mutual labor and effort to accomplish results of mutual benefit.

When the manufacturer asks the opinion and the advice of his dealers as to the best way to spend money to stimulate buying, and 90 per cent. of the dealers are too slothful to reply, that's far from co-operation on the dealers' part.

When the manufacturer supplies posters, catalogues, broadsides and other printed sales matter at a very considerable expense, and the dealers won't even mail them out to their prospects, that's far from co-operation on the dealers' part.

When the dealer asks for a bigger discount, or lower prices, but makes no honest effort to improve business to a point that will permit larger discounts or lower prices, that's no co-operation.

When a manufacturer asks the trade publications for free write-ups, for full and copiously illustrated reports of races, etc., the purpose of which publicity is the expected exploitation of his particular make of machine, then cuts his advertising to the vanishing point, that's no co-operation—that's asking charity.—Arthur E. Welch in *Western Motorcyclist and Bicyclist*.

Motorcycle Police Reserve Has Practical Program

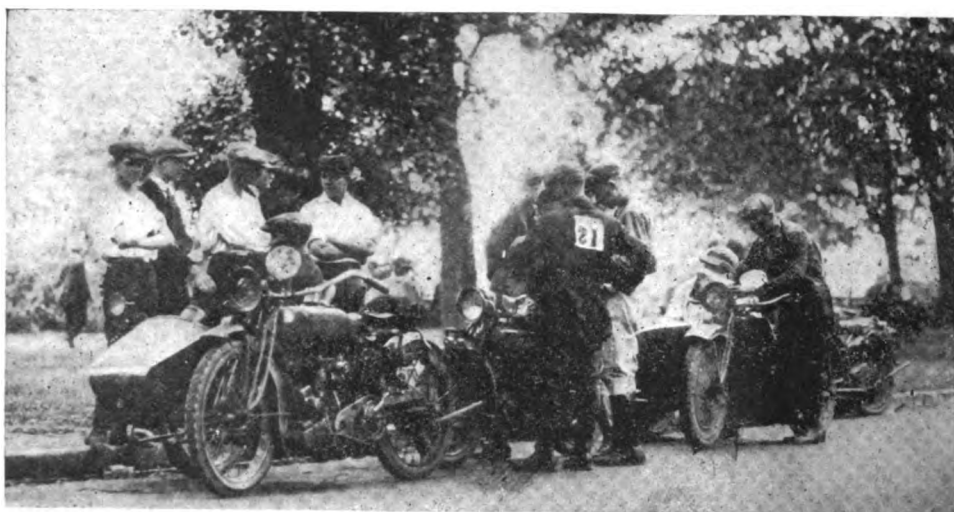
MOTORCYCLE riders of the Metropolitan district who have joined the New York City Volunteer Motorcycle Police Reserve, are finding their experience well worth while.

Lieutenant J. T. Dye has arranged a series of lectures, the first of which was held in Public School 58 Thursday evening, June 15. Patrolman John Finnerty was the speaker and he gave the boys some valuable tips on traffic rules and regulations.

The second lecture was held last Thursday at Public School 55, St. Paul's Place, Washington and Park. The subject was "The Right and the Wrong Way to Con-



A motorcycle wedding at Pismo Beach, Cal. The happy couple are now Mr. and Mrs. Kerns of San Francisco. They were married Gypsy Tour Day



Some sidecar arrivals at the Harrisburg check on the Reading, Pa., run to Pittsburgh and return

trol Traffic" and the talk was illustrated by moving pictures. At this week's meeting the lecture was on "Fakers and How to Detect Them," also in School No. 55. Other lectures will be on the handling of firearms and on first aid to the injured.

A cordial invitation is extended to the members of all motorcycle clubs in New York and vicinity to attend these lectures. It is not necessary to join the reserves to gain admittance to the lectures but it is quite likely that many who do attend the lectures will join.

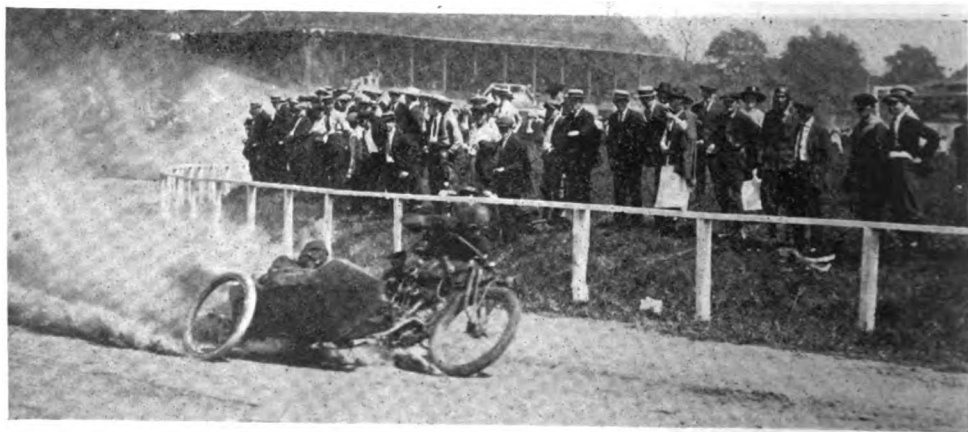
There are now 49 members, a number being from Brooklyn and Long Island. As soon as there are 100 members they will be divided into companies of 25 each

and will have the privilege of electing their own company officers. The organization is known as the Seventh Regiment Motorcycle Division of the Police Reserve.

A series of out of town runs is also on the program. The reservists will tour to West Point, Peekskill, Poughkeepsie and other cities surrounding New York, both for experience in company drill and also as a demonstration to other cities of what is being done in New York.

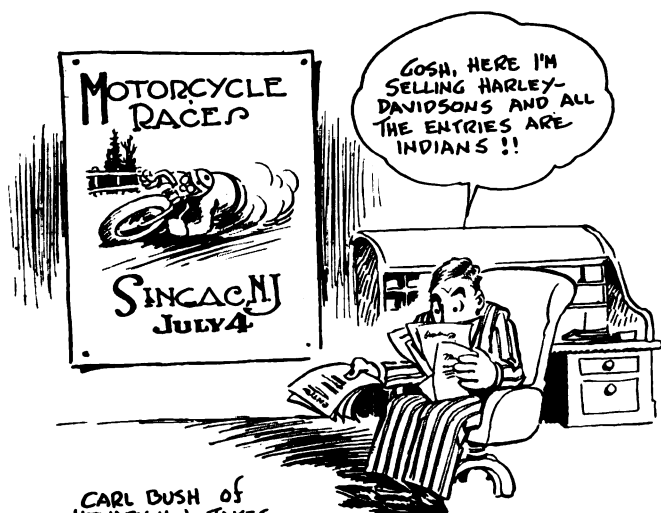
COAST SPEEDWAY BURNS

THE Greater San Francisco Speedway at San Carlos, 20 miles south of San Francisco, an automobile racing course of wooden construction throughout, was destroyed by fire Sunday, June 18, with an estimated loss of \$200,000.

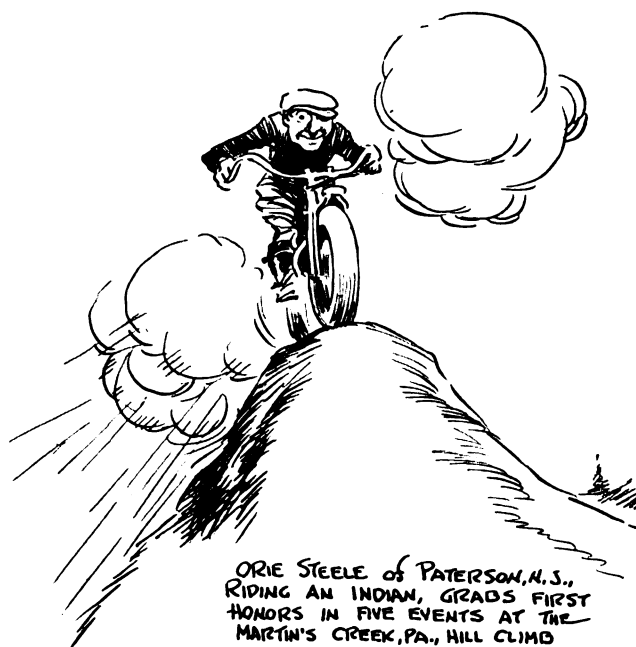


Bill Minnick on the Baltimore track before Referee A. G. Aldrich insisted that steps be taken to lay the dust

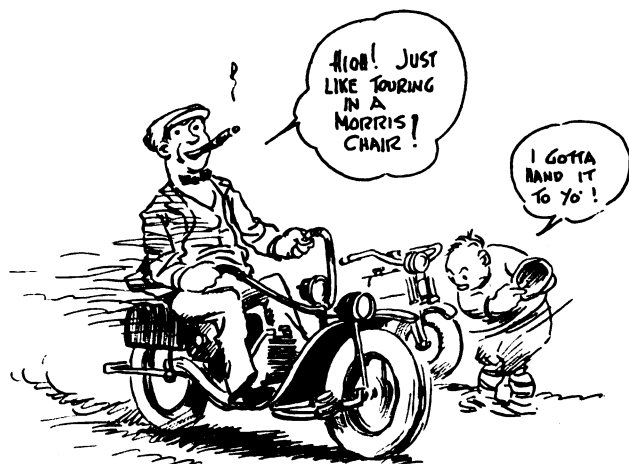
WEEKLY WHIRL of WHEELS



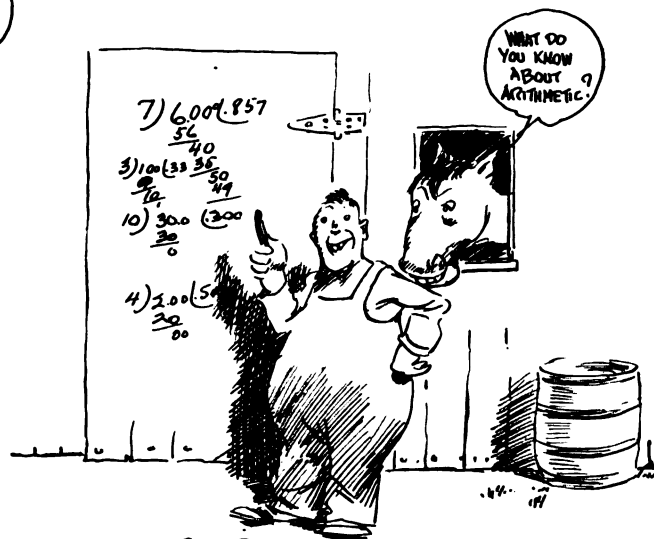
CARL DUSH OF NEWARK, N.J. TAKES ANOTHER CRACK AT PROMOTING RACES



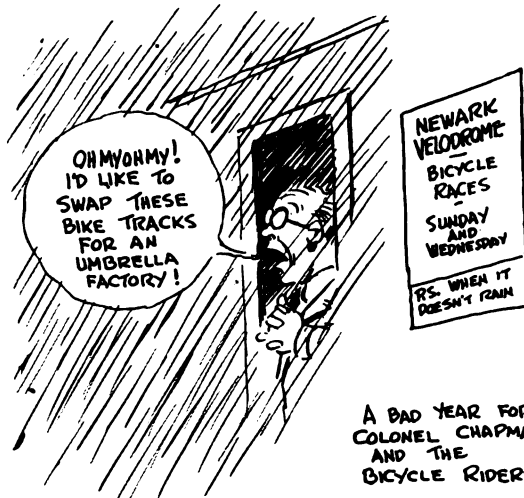
ORIE STEELE OF PATERSON, N.J., RIDING AN INDIAN, GRABS FIRST HONORS IN FIVE EVENTS AT THE MARTIN'S CREEK, PA., HILL CLIMB



SOLOMON KULP, THE WISE MAN FROM READING, PA., TAKES THE LITTLE METRACAR THROUGH THE 600-MILE PENNSYLVANIA STATE-CHAMPIONSHIP ENDURANCE RUN, OVER MOUNTAINS, THROUGH MUD AND RAIN AND FINISHES WITH A SMILE, MUCH TO THE ASTONISHMENT OF THE HEAVY-WEIGHT CONTINGENT WHO TOOK OFF THEIR HATS TO THE DOUGHTY LITTLE LIGHT-WEIGHT



CARL RUDEN, THE VETERAN PACEMAKER, DOPES OUT A NEW SCHEME FOR FIGURING THE MOTOR-PACED CHAMPIONSHIP



A BAD YEAR FOR COLONEL CHAPMAN AND THE BICYCLE RIDERS



OLD GABRIEL POULAIN GRABS HIMSELF A SET O'WINGS AND COPS THE SPRINT CHAMPIONSHIP OF FRANCE

What Motorcycle Clubs and Riders Are Doing

LIFE MEMBER IN M. & A. T. A.
Chicago, Ill.—Ralph E. Kewley, of Chicago Motorcycle Club, Chicago, has been awarded a life membership in the M. & A. T. A. for active work in securing the necessary number of new members and then some. His number is 17.

CLUB HAS PICTURE SHOW

San Francisco—At a recent meeting of the Golden Gate Motorcycle Club the entertainment consisted of moving pictures showing a trip through the Indian factory and another picture showing the adventures of a Firestone truck in Dixie. A comedy was also shown.

PLAN JULY 4 PARADE

Springfield, Mass.—Motorcyclists in Springfield, Mass., are making preparations for a big turnout in connection with the Independence Day parade on July 4. Dyer and Everett of the Harley-Davidson agency and Bill Kothe of the Indian agency are lining the boys up and they are looking forward to having around 200 riders in line. Prizes are to be awarded for the most attractive machines and for the most grotesque outfits.

PRIZES FOR JULY 4 DECORATIONS

Springfield, Mass.—The Hendee Mfg. Co. will give a loving cup, suitably engraved, for the photograph of the most attractively trimmed Fourth of July parade, motorcycle or sidecar, and one also for the photograph of the most comical get-up. The decisions are to be made by three professional photographers in Springfield. Photographs should be marked plainly with name and address of riders on back.

PICNIC FOR ROCHESTER, N. Y., RIDERS

Rochester, N. Y.—Motorcycle riders of Rochester, N. Y., and vicinity will be the guests of the Wagner-Dolph Motorcycle Company, dealers for the Harley-Davidson, on Sunday, July 2, on a trip to Watkins Glen. The riders have been invited to take their wives and lady friends along. The start will be made from the store in Main street west. Opportunity will be given the riders to snap pictures. Lunch will be taken along. Games and contests will be staged at the glen. Art Rochow will be tourmaster.

NEW REACHES EASTERN CANADA

Toronto, Ont.—Richard New, the legless motorcycle tourist who has been covering the continent in a special Harley-Davidson sidecar outfit, took a dip into Eastern Canada during the week of June 19, visiting London, Hamilton and Toronto. New was given a warm welcome in Toronto, where he arrived during the International convention of Kiwanis. His headquarters during his stay in Toronto were at the store of Andrews & Morison, local Harley-Davidson distributors. After leaving Toronto, New headed for Buffalo.

READING RUN AWARDS

Reading, Pa.—The Reading Motorcycle Club has awarded the silver loving cup for the highest sidecar score in the club's recent endurance run to Pittsburgh and return to J. Charles Cole. He rode a 4-cylinder Ace and was also awarded the highest number of points in consistent performance, over all entries, sidecar, solo and light weight entries. The Harley-Davidson Company offered the cup. The club will also give Cole a gold medal. George Eisenbise, riding a Reading Standard, received a gold medal and a silver cup, the latter presented by the Reading Standard Company, for the best showing among the heavy machines. Horace Fritz gets the silver cup given by the Hendee Company for best place among lightweight machines. He rode an Indian Scout mount.

CROTONA CLIMB AT BEACON

New York—Beacon, N. Y., will again be the scene of the annual hill climb of the Crotona M. C. The date is July 9 (rain, date July 16). Arrangements are now almost completed and from present indications it is evident that the climb will be a real live one. There will be plenty of cash and accessory prizes awarded and some of the best riders in the East have signified their intentions of riding, such as Orrie Steele, Reggie Pink, Geo. ("Smiles") Smith, Al Bernasconi, etc. The climb, as in the past, is being run in conjunction with the Beacon Post, American Legion, and the Legionnaires under the supervision of Geo. Sorenson, the local dealer, are busy getting the hill in shape for the annual plug. The club hopes to have the path roped off, in that way eliminating any possible chance of an accident, and it is possible the

cops (police reserves) of the Crotona Club will police the course. The different events have not to the date of this issue been decided upon, but will be announced in the next issue.

Sanctions Issued

ENDURANCE RUNS

July 2—Private Owners' Secret Destination Run, Triangle Motorcycle Club, Du Bois, Pa. Sanction 663.

July 9—Capital City Motorcycle Club, Sacramento, Cal. Sanction 636.

July 10-11—Reading Motorcycle Club, Reading, Pa. Sanction 637.

July 15—Du Bois Motorcycle Club, Du Bois, Pa., Sanction 613. (Route—Du Bois, Curwensville, Clearfield, Phillipsburgh, Port Matilda, Bellfonte, Lock Haven and Du Bois.)

July 15 and 16—South Hills Motorcycle Club, Pittsburgh, Pa. Sanction 610. (Route—Pittsburgh to Baltimore, Md., and return. Go over Lincoln Highway, return over National Pike.)

July 16—Queensboro Motorcycle Club, Corona, L. I. Sanction 672.

SECTIONAL ENDURANCE RUNS

July 2-3—So. Pacific Section. Los Angeles Motorcycle Club. Sanction 644.

July 4—Southern Tier Motorcycle Dealers' Association, Elmira, N. Y. Sanction 674.

July 4—Sarah Zane Fire Co., Winchester, Va. Sanction 676.

July 2—C. L. Squibb, Mt. Clemens, Mich. Sanction 679.

July 4—Rome Motorcycle Co. and Syracuse Motorcycle Club, Syracuse, N. Y. Sanction 681.

HILL CLIMB

July 30—Vallejo Motorcycle Club, Vallejo, Cal. Sanction 673.

RACE MEETS

July 1—Horace P. Murphy, Danbury, Conn. Sanction 643.

July 2—Dayton Motorcycle Club, Waynesville, Ohio. Sanction 665.

July 4—Butler Aerle No. 407, F. O. E., Hamilton, Ohio. Sanction 629.

July 4—Singac, N. J., Motor Racing Corp. Sanction 675.

July 4—Thayer & Duncan, Columbia, S. C. Sanction 645.

July 5—E. W. Whitman, Goodland, Kan. Road races. Sanction 668.

August 6—R. L. Clark, Milwaukee, Wis. (Includes: 10 mi. 61-inch, and 25 mi. 30-50-inch Solo, 25 mi. Sidecar National Championship.) Sanction 630.

Sept. 4—Neill & Norcross, Greeley, Colo. Sanction 652.

TIME TRIALS

July 2—John R. Grove, Chambersburg, Pa. Sanction 670.

July 9—Crotona Motorcycle Club, Beacon, N. Y. Sanction 669.

July 16—Richmond Motorcycle Club, Richmond, Ind. Sanction 667.



Officer Herbert Plante, South Hadley Falls.

VAN AVERY "SHOWS THEM"

Omaha, Neb.—"Jim" Van Avery, who manages the store of the Nebraska Motorcycle & Bicycle Co., recently heard that a number of speed artists in Omaha had doubts of the speed of the Henderson De Luxe. Van Avery hunted up the writers of the letter and engaged them for a race to be held on a brick straightaway of about a mile and a quarter. The two fastest among the ten privately owned machines on the special delivery force were selected to stack up against the Henderson De Luxe. The Harley-Davidson 74s were driven by Fred Sutton and Leslie King, while Van Avery piloted the Henderson, all of the machines carrying sidecars and a passenger in the car. Van Avery at the finish was better than 100 yards in the lead. Another race back over the same stretch resulted in an even longer lead for Van Avery, whereupon the Post Office boys, being good sports, admitted their defeat without any alibi.

NEWARK INDIAN DEALER IS HOST

Newark, N. J.—The Belmont Cycle Co., of this city, recently took over the Indian motorcycle agency in town. Harry Schnell, manager of the firm, and a veteran rider of the pioneer days of motorcycling, decided that the best way to become acquainted with the motorcyclists of Newark and the vicinity was to hold a picnic run with games and refreshments and invite all and sundry riders.

He did that little thing Sunday. The arrangements were perfect, but the weather man had to step in and muss up affairs for a time. They do say the new slogan for June is "Spray it with Showers."

Following a night of rain and flashings and rumblings, the morning broke gray and soggy. In spite of this handicap, fifteen sidecar outfits were all set to go when the time came. Then toward noon the sun came out and it was hot. This added greatly to the crowd at Bertrands Island where the picnic was held. By four o'clock there were 168 men, women and children scattered about the picnic grounds enjoying the sports and outing. The first of the contests for prizes was staged in the water. Due to the fact no one could sit in a wash tub the tub race had to be abandoned. The efforts of motorcyclists trying to straddle a bucking tub offered much amusement to the crowd of landlubbers on shore. In the block scramble "Sarge" Coonradt of Newark, plowed his way through the water like unto the Aquitania and got into the school of floating blocks before his competitors. He netted ten, stuffed them into his shirt and threshed the waves toward shore. Mike Carthage, of Dover, and Les Wintsch, of Newark, tied with nine. In a run-off to break the tie, Carthage took second and Wintsch third. The swimming race that followed was a handicap affair. The distance was 75 yards. Mike Carthage, the Dover hill climber, proved himself to be amphibious, winning the event in a driving finish that churned the water into foam. Olson, of Dover, was second, and Conrad was third. With that finished, the excitement turned to land events.

The sack race had to be run off in heats, first man going into a final. So many contestants competed in bathing suits there had to be a special race for bathers and one for those dressed regularly. Casterline, of Dover, Goodman, Newark, Stefani, Dover, won the event for those in riding togs. Les Wintsch, Newark, Olson, Dover, and Ege, Newark, won the bathers' event. In the ladies' race, bathing suits were again the correct costume. Mrs. Dilk, of Newark, won a pair of silk stockings; Mrs. White a box of candy, and Mrs. Ege, also of Newark, won a powder puff and the ammunition that went with it. The cross-country race was next. It was tough on the bare-legged runners. For the course went through the brush, and briars scratch. Dilk, of Newark, won; Mike Carthage was second, and Ege was third. The three-legged race saw that peerless pair from Dover win. Smith and Casterline, both running with a 61-inch stride, swept through each and every race of this kind for two seasons. They are looking for championship honors.

After that Schnell lined the picnickers up and handed out tickets good for refreshments at the stands nearby. For some time after the only sounds were crunching ice cream cones and gurgling pop bottles. Bertrands Island is the best spot on the sixty-mile shore line of Lake Hopatcong. It is 41 miles from Newark and for five years members of the Greenwich Village M. C. of New York City have made it their headquarters. This September the New Jersey M. C. will hold their annual field day at the location. Harry Schnell was aided in staging his picnic by William Williams and Charles Smith. It was a great day, more like what a Gypsy Tour SHOULD be.

FRANK SNOOK WILL REFEREE

Singac, N. J.—Frank Snook, a member of the Motorcycle and Allied Trades Association and former member of the competition committee of that body, will handle the job of referee at the July Fourth races at the Singac half-mile track. Snook is well liked by both riders and public and has never had a decision appealed. Motorcyclists entering the races at the New Jersey track on Independence Day are assured of the rules being enforced without favor to any one rider.

In addition to Gene Walker and Paul Anderson, both stars of national repute, the Motor Racing Corporation, the promoters of the meet, has secured the entry of John Seymour, the Chicago rider, who will be seen in the professional events on that day. Seymour comes well recommended and some keen competition will be on tap with Walker, Anderson and Seymour fighting it out in the races.

Walker holds the dirt track records for one, five and ten miles. At the St. Louis track on November 8 of last year Gene turned a mile in 42.3 seconds, five miles in 3:38, and ten miles in 7:23 3-5. Gene, the champion of 1920, is considered by motorcycle race experts as being the best short distance dirt track rider before the public today. Anderson is considered a sterling performer with both solo and sidecar on dirt tracks.

The events on the Singac program include a one-mile time trial, a three-mile 30.50 solo for the professionals, a five-mile 30.50 solo for the same class as well as a ten-mile solo for same class and machines; two sidecar events, a three and a ten-mile, and a five-mile 30.50 amateur solo. Other events may be added to the program.

EXCITEMENT AT TORONTO

TORONTO, ONT.—Excitement reigned supreme at the motorcycle race meet which was staged on the half-mile track at Exhibition Park, Toronto, on Saturday, June 24, under the auspices of the Motorcycle Racing Association and with the sanction of the M. & A. T. A. The meet was featured by the presence of two American cracks, Ray Creviston of Marion, Ill., and "Dynamite" Scott of Bath, N. Y., the latter a sidecar specialist. Chief honors in the professional solo conflicts were divided between "Steamer" Moffatt of Galt, Ontario, who piloted a Harley-Davidson, and Arnold O'Donnell, the Excelsior star. Moffatt copped two of the three pro. solo races.

George Orange, riding a four-valve Triumph, was the hero of the amateur stripped stock class, while W. H. Butler, on a Thor, was the pick of the Class B. professionals. Byles was the winner of five-mile amateur sidecar race, showing a Henderson ahead in the final heat of this contest. O'Donnell, the Excelsior star, had a bad spill in his first race, the two-mile professional, and finished third behind Moffatt and Creviston. He won the next event, the five-mile flash, but in the ten-mile go he suffered a skid that threw him out of his pace again, finishing second to Moffatt. A crowd of 4,000 wildly excited fans witnessed the fine races. The results:

Three-Mile Amateur—First, George Orange, Triumph; second, Tom Cassidy; third, Shepherdson. Time, 3:47.

Five-Mile Class B. Professional—First, W. H. Butler, Thor; second, Ed. Friend; third, A. Blackhall. Time, 5:59.

Two-Mile Class A Professional—First, Moffatt, Harley-Davidson; second, Ray Creviston, Indian; third, Arnold O'Donnell, Excelsior. Time, 2:16.

Five-Mile Class A Professional—First, O'Donnell, Excelsior; second, Moffatt, Harley-Davidson; third, Creviston, Indian.

Three-Mile Class B Professional—First, Butler, Thor; second, Roy Thompson; third, Eardley. Time, 3:35 2-5.

Five-Mile Amateur—First, Orange, Triumph; second, Shepherdson; third, Robb. Time, 6:30.

Five-Mile Amateur Sidecar—First, Byles, Harley-Davidson; second, Millette; third, Sleight. Time, 6:48.

One-Mile Special Sidecar, against time—"Dynamite" Scott, Indian and Flexi sidecar. Time, 1:12. (New record).

Two-Mile Special Sidecar, against time—"Dynamite" Scott, Indian and Flexi sidecar. Time, 2:24. (New Canadian record).

Ten-Mile Class A Professional—First, Moffatt, Harley-Davidson; second, Arnold O'Donnell, Excelsior. Time, 11:17.

INDIANA RACES

Marion, Ind.—Motorcycle races held by the Marion Entronuse club at Montpelier Sunday put that town and its new saucer-shaped half-mile dirt track on the map with a smash that startled the natives. It was the initial race meet on the new track, built especially for motorcycle racing, and riders and fans are greatly elated with the fast oval. The



Eugene Walker, who will race at Singac, N. J., on July Fourth

large attendance was the most demonstrative ever attracted in these parts by motorcycle races. Numerous requests have already been made that the Entronuse club stage several



Paul Anderson, another Singac, N. J., starter on July Fourth

more meets there, and the track has been leased by the club for the entire season.

The big event, the ten-mile open, was won by Henry Gladback, of Anderson, on a Harley-Davidson, in 12:02 2-5; Harry Freese, of South Bend, on a Harley-Davidson, second,



and A. L. Lewis, of Bluffton, Excelsior, third. One-Mile Elimination—Harry Freese, Excelsior, 1:08 2-5.

Three-Mile—Harry Freese, Excelsior, 3:37 3-5; Otto Neukon of Fort Wayne Indian, second; A. L. Lewis, Harley-Davidson, third.

Three-Mile Sidecar—Ford Long, of Dayton, Harley-Davidson, 3:39 3-5; N. Fyson, Marion, Harley-Davidson, second; Leonard Long, of Richmond, Harley-Davidson, third.

Five-Mile—A. L. Lewis, Harley-Davidson, 5:52 3-5; Henry Gladback Harley-Davidson, second; Harry Freese, Excelsior, third.

Three-Mile Relay—Fyson and Bond of Marlon, 5:14; Delagrange and Homeck, second; Scott and Underhill, Muncie, third; all Harley-Davidsons.

Five-Mile Sidecar—Fyson, Harley-Davidson; Leonard Long, Harley-Davidson, second; Ford Long, Harley-Davidson, third.

WATERBURY HILL CLIMB

Waterbury, Conn.—Sanction has been granted by the M. & A. T. A. for the hill-climb to be held by the Waterbury Motorcycle club at Bradstreet's hill, Thomaston, Conn., on Sunday, July 2. Entry blanks have been sent to various clubs in the East and a representative list of hill-climb stars will be on hand to compete for the prizes offered. It is expected that Charles J. Velve of the Waterbury Y. M. C. A. will referee. As he is an old-time motorcycle rider there is no doubt that all will get a square deal. Arrangements are being made to have the time taken by an electric timer. The club members have been putting in their spare time lately getting the hill in shape. The M. & A. T. A. rule-book has been thoroughly studied so that everything will be according to Hoyle. Entry blanks may be obtained from the Waterbury Motorcycle club, 46 Spring street, Waterbury, Conn.

TOLEDO RACE RESULTS

Toledo, Ohio—Eugene Walker and Floyd Dreyer, Indian speedsters, and Paul Anderson, Excelsior, divided first place honors at the race meet held here Sunday. Dreyer captured the two, five and the fifteen-mile sidecar events, Anderson won the ten-mile solo and Walker the five-mile solo and the seven-mile miss-and-out. Maldwyn Jones, Excelsior; John Seymour and Don Marks, Indian, and Jiggs Price, Harley-Davidson. Davidson saw to it that the leaders had no walk-away and each carried home a share of the second and third place prize money. Summaries:

Five-Mile Solo—Eugene Walker, Indian; John Seymour, Indian; Maldwyn Jones, Excelsior. Time, 4:20 3-5.

Five-Mile Sidecar—Floyd Dreyer, Indian; Jiggs Price, Harley-Davidson; Zetzer, Indian. Time, 4:25 3-5.

Miss-and-Out, Seven-Mile Solo—Walker, Indian; Don Marks, Indian; Maldwyn Jones, Excelsior. Time, 6:15.

Five-Mile Sidecar—Floyd Dreyer, Indian; Jiggs Price, Harley-Davidson; Zetzer, Indian. Time, 4:25 1-5.

Ten-Mile Solo—Paul Anderson, Excelsior; Gene Walker, Indian; Don Marks, Indian. Time, 8:50.

Fifteen-Mile Sidecar—Floyd Dreyer, Indian; Zetzer, Indian; Sollers. Time, 13:45. Standing starts were used in the ten-mile solo and the miss-and-out race.

RAISES GASOLINE PRICE

Chicago—The Standard Oil Company of Indiana announced an increase of 1c. per gallon on gasoline and kerosene throughout their entire territory on June 27.



Two of the sharp turns on the Tourist Trophy course. The one at the right is a double to twist, first to the left and then to the right. The turn at the left is known as the Governor's Bridge

Another Market

for the **NERACAR** "MOTORING ON TWO WHEELS"

—school teachers and business women

One of the big new markets which the NERACAR creates, is among self-supporting women who are on their own.

Nobody has a stronger desire to get into the big outdoors than the school teacher. No one is keener for motoring than the business woman. Yet these thousands of women have not been prospects for motorcycles.

These practical people are careful builders of bank accounts against the rainy day. Their two positive objections to motor cars—price and upkeep—are now wiped out by the NERACAR. The conventional motorcycle isn't built for women, but the economical NERACAR is planned for women as well as men.

The NERACAR does 300 miles for one dollar fuel cost. Besides, the NERACAR measures up to high standards as a tastefully designed, dignified conveyance.

The NERACAR is mounted by stepping in from the side. No bar to straddle. It can be safely driven in clothes that suit any occasion and keeps its rider clean.

Nothing like the NERACAR for easy handling. It is light, its controls are simple beyond comparison, and it has a wonderful balance and stability because the center of gravity is below the hubs. Learned in 5 minutes.

Women's dislike for machinery is a reason why they like the NERACAR. So few parts that it can hardly be said to have mechanism. Nothing to understand. No gears—a 5-speed friction drive, a great success on this light weight machine.

Do as other far-seeing dealers are doing—sell the NERACAR to the women as well as to their brothers—get them started on two-wheel motoring. WRITE TODAY for particulars.

NER-A-CAR CORPORATION
SYRACUSE, N. Y.

300 Miles for One Dollar—35 Miles Per Hour

*See our advertising in Saturday Evening Post, American Magazine,
Popular Mechanics and National Geographic.*



**FULLY EQUIPPED
NO EXTRAS!**

\$225

**AT SYRACUSE, N. Y.,
including 2 Electric Hood
Lights, Tail Light, Luggage
Rack and Tools**



With *the* Trade

McQUEEN IS PROMOTED

Akron, Ohio.—J. A. McQueen, former assistant to Director of Advertising E. D. Gibbs, of the B. F. Goodrich Rubber Co., has been appointed as head of the newly created Sales Promotion Department. No successor to Mr. McQueen in the advertising department has yet been named.

DAVIS SALES MANAGER RESIGNS

Dayton, Ohio.—The resignation of H. R. Eicher, sales manager for the Davis Sewing Machine Company, Dayton, Ohio, has been announced, effective July 1. Mr. Eicher has been with the Davis Company for several years as manager of the Cycle Division, and succeeded Horace M. Huffman when the latter resigned to organize his own bicycle factory in Dayton. No announcement of plans has been made by Mr. Eicher although it is known he is interested in "Autofacs," an automobile accessory of considerable merit. No successor has been appointed.



A group of office employees of the Westfield Manufacturing Company off for a picnic. They believe in their own product up at the Columbia factory. The young man at the right in the regulation riding togs is Secretary and General Manager, J. P. Fogarty.

MOTORCYCLE AND BICYCLE EXPORTS IN APRIL

Washington, D. C.—Bicycle, tricycle, motorcycle and parts of cycles, except tires, Bicycles and Tricycles

exported from the United States during April follow by countries:

	No.	\$		No.	\$		No.	\$
Belgium .....	.....	.....	Motorcycles	156	43,328	Parts of Cycles	6,877	4,124
Czechoslovakia .....	.....	.....		1	375		.....	.....
Denmark .....	.....	.....		38	9,185		11,770	2,954
Estonia .....	.....	.....		10	2,634		1,962	461
Finland	6	206		.....	.....		14,181	8,148
France .....	.....	.....		80	13,244		95	674
Germany .....	.....	.....		5	1,398		10,662	6,209
Italy .....	.....	.....		85	23,202		47	26
Latvia .....	.....	.....		.....	.....		.....	.....
Malta, Gozo, and	.....	.....		2	350		.....	.....
Cyprus Is.	1	55		215	62,489		18,374	7,562
Netherlands .....	.....	.....		59	14,689		3,093	2,527
Norway	1	35		25	7,338		5,071	4,279
Portugal .....	.....	.....		1	308		244	145
Rumania .....	.....	.....		141	37,902		14,402	5,416
Spain .....	.....	.....		38	6,109		6,168	4,812
Sweden .....	.....	.....		22	5,931		2,018	986
Switzerland .....	.....	.....		41	11,544		11,672	6,792
England	2	38		.....	.....		15	5
Scotland .....	.....	.....		1	100		.....	.....
Ireland .....	.....	.....		2	500		961	197
Canada-Maritime	.....	.....		83	22,961		29,073	11,874
Provinces	1	28		10	2,518		2,069	1,365
Quebec and Ontario..	121	1,279		6	1,484		981	269
Prairie Provinces...	92	1,049		1	75		332	19
British Columbia and	.....	.....		.....	.....		.....	.....
Yukon	4	99		.....	.....		.....	.....
Costa Rica .....	.....	.....		.....	.....		.....	.....
Honduras	10	273		.....	.....		.....	.....
Nicaragua	1	48		.....	.....		.....	.....
Panama	12	366		.....	.....		.....	.....
Mexico	249	5,890		.....	.....		.....	.....
Newfoundland and	.....	.....		.....	.....		.....	.....
Labrador .....	.....	.....		.....	.....		.....	.....
Bermuda .....	.....	.....		.....	.....		.....	.....
Barbados	3	16		.....	.....		.....	.....
Trinidad and Tobago..	12	28		.....	.....		.....	.....
Other Brit. West Ind..	3	95		.....	.....		.....	.....
Cuba	135	2,974		.....	.....		.....	.....
Dominican Republic...	4	72		.....	.....		.....	.....
Dutch West Indies...	3	87		.....	.....		.....	.....
Haiti	1	9		.....	.....		.....	.....
Virgin Islands of U. S.	.....	.....		.....	.....		.....	.....
Argentina .....	.....	.....		.....	.....		.....	.....
Brazil	198	583		.....	.....		.....	.....
Colombia	75	229		.....	.....		.....	.....
Dutch Guiana .....	.....	.....		.....	.....		.....	.....
Peru .....	.....	.....		.....	.....		.....	.....
Uruguay .....	.....	.....		.....	.....		.....	.....
Venezuela	67	183		.....	.....		.....	.....
British India	1	102		.....	.....		.....	.....
Ceylon .....	.....	.....		.....	.....		.....	.....
China	1	16		.....	.....		.....	.....
Chosen	49	1,702		.....	.....		.....	.....
Java and Madura .....	.....	.....		.....	.....		.....	.....
Japan	12	630		.....	.....		.....	.....
Philippine Islands...	2	80		.....	.....		.....	.....
Australia .....	.....	.....		.....	.....		.....	.....
British Oceania .....	.....	.....		.....	.....		.....	.....
French Oceania .....	.....	.....		.....	.....		.....	.....
New Zealand .....	.....	.....		.....	.....		.....	.....
Other Oceania .....	.....	.....		.....	.....		.....	.....
British West Africa...	.....	.....		.....	.....		.....	.....
British South Africa...	.....	.....		.....	.....		.....	.....
Egypt .....	.....	.....		.....	.....		.....	.....
Portuguese East Africa.	.....	.....		.....	.....		.....	.....
Total	1,066	16,172		1,248	332,215		351,245	158,587

NEW PERSONS CATALOGUE

Worcester, Mass.—"The Persons Book of Saddles, Pedals, and other Fittings for Cyclists and Motorcyclists over the Wide, Wide World," is the title of an unusually attractive catalogue just issued by the Persons-Majestic Mfg. Co. The book is printed on heavy coated paper, with type matter in black, and illustrations in brown on a blue and white background. The full line of Persons motorcycle and bicycle saddles, pedals, siren horns and bicycle stands, luggage carriers, axle sets, tail lights, etc., is listed.

BUTLER AND WILCOX ON THE JOB

San Francisco.—Motorcycle interests were strictly on the job at the International Conference of Police Chiefs recently held in San Francisco, Cal. T. C. Butler, Jr., Pacific Coast manager for the Hendee Manufacturing Co., and C. C. Wilcox, from the Harley-Davidson factory, were both on hand during the convention. Mr. Butler, who made his headquarters with A. Freed's Pacific Motor Supply Co., was justly proud of a White Indian Chief which stood in the lobby of the Hotel St. Francis, where the convention took place, while Mr. Wilcox was especially interested in a 74-cubic inch Harley-Davidson, which was also one of the points of interest in the lobby of the St. Francis. Mr. Wilcox made his headquarters with the Dudley B. Perkins Harley-Davidson agency, on Van Ness avenue. Both factory representatives took every opportunity offered during the convention to make known the merits of the motorcycle as an adjunct to police activity.

NEWS FROM THE WIGWAM

Springfield, Mass.—A. A. Anderson, Assistant Sales Manager of the Hendee Mfg. Co., is on a business trip to Atlanta, Ga. Ted Buck of Troy, N. Y., was a recent caller at the Wigwam. Cal Webber, Greater New York representative, was up for a conference last week. J. 'OBY' O'Brien is spending a two weeks' vacation basking in the sunlight and enjoying the breezes in the Southern Berkshires. "Oby" says he will be full of "wim" and "wigor" when he gets back on the firing line again. Mr. and Mrs. James Fisher, 427 East 158th St., New York City, touring in their Chief and Princess Sidecar stopped off at the Hendee plant. Mr. Fisher is a member of the New York Mounted Police, but prefers the motorcycle to the horse when at leisure.

Among the Dealers

NEW ONE IN IOWA

Walker, Ia.—L. L. Hamblin has opened a hardware store here and will carry bicycles and accessories, as well as sporting goods.

MERCER SELLS FOUR CARLOADS

Seattle, Wash.—The Mercer Cycle Company is advertising the fourth carload of Indian Chiefs, three carloads having been sold this spring.

NEW ARIZONA INDIAN AGENCY

Miami, Arizona—The Vulcan Tire Works have taken a sub under The Motorcycle Co. at Phoenix, Indian dealers, and will cover Miami and vicinity.

SYKES MAKES POLICE SALE

Columbus, Ohio—The Sykes Bube Co. report the sale of ten Indian Chiefs and two side-cars to the Columbus Police Department.

BRIDGEPORT CYCLE ISSUES POSTER

Bridgeport, Conn.—The Bridgeport Cycle Co., 79 Fairfield Ave., Bridgeport, Conn., has recently gotten out a handsome poster with a heading, "Everything in Sports at 'The Sport Center.'"

CALCUTTA DEALER VISITS AMERICA

Indianapolis, Ind.—Mr. B. Tyler Bryan, of the firm of Bryan & Co., 9 Chowlinghee road, Calcutta, India, dealers in motorcycles and bicycles, is paying a short visit to Indianapolis friends.

MID-WESTERN DEALERS NOTES

Chicago—Many of the bicycle dealers here are adding radio departments to their stores. The latest to do this is F. Schwarz & Son, at 5850 North Clark street. They have worked up a nice trade on radio supplies, and this is a business the average dealer can add with profit at the present time.

SELLING LIGHTWEIGHTS

Jackson, Mich.—Motorcycles and bicycles sales are going strong here now, and with most of the factories working, there is more money in circulation, and the young fellows are buying lightweight machines. C. E. Kern, at 166 West Cortland street, is pushing the sale of the motors.

BIGGER STORE FOR HARWOOD

Lorain, Ohio—J. W. Harwood, Harley-Davidson dealer, has moved to 121 Tenth street. His new location will give him three times the room he had. Most of his prospects have gone to work and will be in a position to buy new outfits in a month or two. The mills have reopened and are now paying fair wages.

CANADIAN DEALERS MEET

London, Ont.—The mid-summer executive meeting of the Canadian Bicycle Dealers Association was held at the Tecumseh House, London, on Wednesday, June 21, with President G. A. Wenige of London in the chair. Tentative preparations were made for the sixth annual convention of the association to be held in London next September.

ART ROSS IN NEW HOME

Montreal—A new home of the Art Ross Company, Ltd., Harley-Davidson distributor for the Province of Quebec, has been established at 345 Craig street West, Montreal, in the heart of the downtown section of the city. Art Ross now has one of the most up-to-date motorcycle salesrooms and service stations in Canada.

UPCHURCH SELLS SIDEVAN

Raleigh, N. C.—Bob Upchurch has just made a delivery to the Ideal Cleaning Co. of Raleigh, N. C., of a 74 Harley-Davidson with a two-compartment sidevan outfit. The company has been operating three Fords, a Dodge and Reo truck, and plans to buy another Harley-Davidson as soon as they sell one of the trucks.

USING NEWSPAPER SPACE

Rockford, Ill.—Roush & Carlisle, Harley-Davidson dealers at 118 North Madison street, are using liberal newspaper space to keep motorcycles before the people. They are featuring both new and rebuilt motors.

H. Carl Green, proprietor of the Excelsior Henderson Company, reports a good business this spring. He is selling quite a few bicycles too.

LANG SELLS DELIVERY OUTFITS

Chicago—C. H. Lang, Harley-Davidson distributor, South Michigan, has sold a sidevan

outfit for the West Virginia Pulp and Paper Company for quick delivery work. Ambrose J. Krier, haberdasher, has received his second outfit all dolled up in Alice Blue, enamel and gold lettering. The Chicago Motor Club has received two more magneto sidevan outfits, making a total of fourteen first aid outfits to the thousands of automobile owners belonging to the organization.

OHIO DEALERS SELL POLICE MACHINES

Cleveland, Ohio—I. W. Schroeder, Harley-Davidson traveler for Ohio, reports that Harley-Davidson dealers are making many police sales these days. The Lister Motorcycle Co. of Cleveland have just sold the Cleveland Police Dept. twenty-five for speed work. The James H. Bernard Co. at Youngstown, Ohio, have sold the East Youngstown Ohio Police Dept. another new machine, and also the Police Dept. at Hubbard, Ohio. F. E. Gillette at Ashtabula, Ohio, has sold the Police Dept. a new machine. The Adrian department has bought a new Harley-Davidson for speed work from Mr. Rathbun.

NEW NERACAR DEALERS

Syracuse, N. Y.—New agencies are being rapidly established by the Ner-A-Car Corp. R. P. Bohn, Cleveland, Ohio, L. E. Graves, Lockport, N. Y., and E. M. Workman, 152 Fourth street, Columbus, Ohio, are among the latest additions to the Neracar family. Bohn says his first demonstrator created a sensation in Cleveland; Graves is making a drive for the farmer boys surrounding Lockport, and Workman writes that the first thing he had to do to keep peace in his family was to promise his son and daughter each a machine of their own. When the sailors stationed at the submarine base, New London, Conn., gathered around E. K. Gordon, vice-president of the Neracar Corporation, and started to fall in line for their turn to ride the new lightweight, it was more than O. T. Sheldon could stand. The dotted line was quickly produced and machines ordered by telegraph.

John Lang must be shown, so when Gordon called at Waterbury, Conn., recently Lang turned the machine over to his son, William, and said, "Try Cherry street." Young Lang returned shortly and replied, "She climbs like a goat," so a demonstrator was ordered.

Newport, R. I., sets the fashion, so C. A. Bergstrom has ordered a Neracar demonstrator for the fashionable folk who flock to the shore resort. "I have had many requests for a machine like this," says Bergstrom. Although only starting in business in October, 1921, Mr. Bergstrom has sold four new Indians and 12 used Indians to May 15.

MORGAN JOINS APPEAL CO.

San Francisco, Cal.—Pete Morgan, who recently joined the bicycle staff of the Appeal Manufacturing & Jobbing Company's San Francisco office, was a professional pace rider some years ago at the Velodrome, when bicycle riding was in a flourishing condition.

QUINCY, ILL., NEWS NOTES

Quincy, Ill.—Bicycle and motorcycle dealers here are doing a better business this spring than last year, for they put over a big co-operative advertising campaign for Bicycle Week and the results of the advertising is still being felt in a material way by the fellows who combined to put the campaign over. With the factories resuming work, the working men are using bicycles more and more to ride to and from work. The dealers will co-operate more in the future to keep the bicycle before the public in this city.

C. A. Ridder, of the Standard Cycle Supply Co., reports business as ahead of this time last year. He is pushing the sale of his own nameplate, the Standard line; also the Indian and Yale bicycle lines. Tires are a specialty with his shop.

A MILITOR CONVENTION

Boston, Mass.—The "Sinclair Militor" was well represented on the Gypsy Tour at Old Orchard Beach, Maine, June 16 and 17. H. A. Goddard, vice-president and director of sales of the Sinclair Militor Corporation, with his Militor from New York, joined the crowd, composed of the following Militor dealers and riders, with their new machines: Howard G. Ramsey, John Bickelman and Joe Bartlett, Uxbridge, Mass.; T. A. Gifford, New Bedford, Mass.; E. A. Ellsworth, Woonsocket, R. I.; C. F. Jackson, Manchester, N. H.; Walter Clark, Biddeford, Me.; Hiram Libby, manager Maine Motorcycle Mart, Portland, Me. Great enthusiasm was displayed all along the route, no trouble of any kind was encountered throughout the trip.

GEORGE N. HOLDEN IS NO PIKER

Springfield, Mass.—When it comes to being a dead game sport and putting up a prize worth while when he wants to get something over, George N. Holden, Indian dealer at Springfield and Boston, leads the field. There is to be a big Independence Day parade at Springfield this year and the honor of leading the parade has been offered to the motorcycle riders of Hamden County. Holden intends to have every Indian rider in the county in that parade, and to make it worth while for them to doll up their machines he offers an Indian Scout, fully equipped, as a prize for the best decorated, most attractive Indian solo or sidecar outfit in the parade.



This is how the Import Co., Ltd., of Antwerp, Belgium, distributors for the Indian, displayed their line at the Brussels Motor Show

York, Pa., Wins C. T. A. Dinner

YORK, Pa., captured first honors in the Cycle Trades of America National Bicycle Week tussle to see which city or town put over the biggest, noisiest and most effective campaign during National Bicycle Week. Activities for the various cities were checked over by Walter Bardgett, editor of *Motorcycle and Bicycle Illustrated* and Capt H. A. Williams, of *Motorcycling and Bicycling*. After checking over the many splendid reports received by Executive Secretary H. J. McCarthy, the two judges were unanimous in their selection of York.

In addition from carrying two and three quarter pages of dealer ads, the main activity that won for York the fine C. T. A. banquet was the novel idea of staging a bicycle and accessory show all by themselves. The fine display was held in the Overland Harrisburg Garage, a large building, and practically every dealer in town put on a display, showing the various lines of bicycles he carried. In all the dealer newspaper ads, the public was invited, free of charge to visit the show, and the result was hundreds of persons visited the Garage each night to see what it was all about. Many persons from surrounding towns drove up in their cars to look over the various displays.

One of the added attractions was the home trainer races held each night, with many of the local boys competing. This feature stirred up much enthusiasm. To entertain the visitors and give the show a cheery appearance, a local orchestra was engaged for the week and provided plenty of good music. Door prizes were distributed each night and the local dealers all report good business as a result of their efforts to show the people of York that they could run a Show like the regular National Shows in New York and Chicago.

To R. W. Bush of Schwartz and Company, local jobbers, much credit is due in getting dealers together for the affair. Dealers who had displays were: C. B.

Klinedinst, White Rose Repair Shop (C. C. Harbaugh, Prop.); Dressler's Bike Shop, Kranick Bros., J. P. Wolf, Fortney's, Riney and Striney.

Cities which received honorable mention are Reading, Pa., where a big parade and series of races were staged, aside from three pages of dealer advertising; Colorado Springs, Colo., where a big parade was held under the auspices of the Y. M. C. A., with local dealers assisting,

Kansas City, Mo., where a big parade and series of races were held, Terre Haute, Ind., where the local association put on a big picnic, aside from having two full pages of dealer ads, Providence, R. I., Dayton, Ohio, Buffalo, N. Y., Springfield, Mass., Cedar Rapids, Iowa, Bridgeport, Conn., Wilmington, Del., Topeka, Kans., Lincoln, Nebr., Manchester, N. H., Syracuse, N. Y., Knoxville, Tenn., Salt Lake City, Utah, and Minneapolis, Minn.

PARADE AT ATLANTIC CITY

EVERY bicycle manufacturer and his representatives attending the annual C. T. A. Convention and Bicycle Show at Atlantic City will participate, *not spectate*, in the big bicycle parade to be staged by Fred St. Onge, on opening day of the Cycle Show on Garden Pier, September 14. This also applies to the Cycle and Accessory Manufacturers, so look to your laurels with care.

Horace Huffman, as president of the C. T. A., will lead the parade of tradesmen, closely followed by E. J. Lonn, president of the B. M. A. Then our friend, J. P. Fogarty, chairman of the C. T. A. Publicity Committee, who, we understand, is in training at the present time for this activity. Next will come the other bicycle manufacturers, their representatives, cycle parts people, cycle jobbers, dealers and riders.

This year the convention will be different from those held previously, for the people engaged in the cycle business are going to practice what they preach—ride bicycles.

The show will open to the dealers, riders and general public this day and the parade will wind up at the entrance to the Exhibition Hall. Now there may be some squeaky knees and stiff joints the day after, but the ride is well worth such slight discomforts to some of the old-timers, so bring your bicycle. Otherwise you will be badly outclassed.

Literature and show space application blanks will be mailed all prospective exhibitors in a short time, so be ready to respond promptly. Special rates on the railroads have been applied for by the secretary of the National Cycle Dealers Association, as they will hold a two-day convention during the Show September 14 and 15 and the September rates on the hotels will shortly appear in all the trade papers.

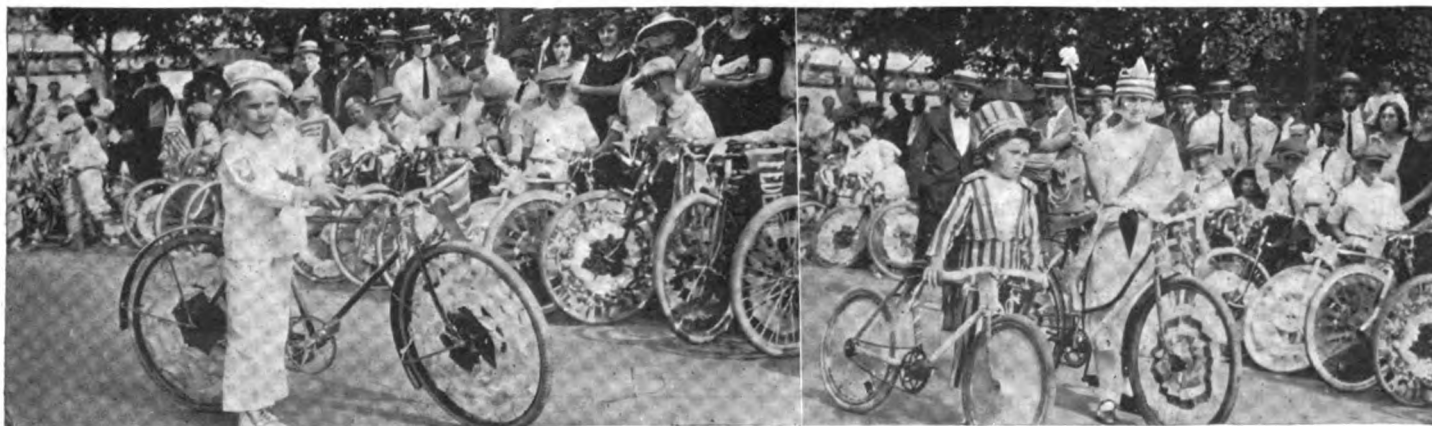
FIRST GYPSY TOUR REPORT

THE first Gypsy Tour report to reach the office of the Chairman of the Competition Committee at Chicago, came from the Humboldt Motorcycle Club, Chicago, Harry H. Klich, Tourmaster. They toured to Wing Park, Elgin, Ill., 59 riders were on the Tour and Mr. Klich reports that all had a fine time and are ready to go again. All have received their Gypsy Tour medals, new cards and pins and are happy.

One of the largest single tours reported is that under the leadership of R. S. McConnell of Cleveland, who piloted 500 Ohio tourists from Cleveland to Mentor Park, about 50 miles from town, where they had a great day.

Lansing, Michigan, entertained the Gypsies from the entire state. Over 400 of them gathered and were royally entertained by the Lansing riders.

St. Louis also reports a big tour, over 400 riding out to Hollow, Mo., where a hill climb was staged.



Some of the decorated bicycles in Indianapolis when St. Onge visited the Hoosier City. Left: Tommy Roberts, 11 years of age, a prize winner. Right: Uncle Sam and Miss Columbia

A. B. L.—N. C. A. Fight is Ended

Cycling Organizations Sign Working Agreement About Amateur Cycle Racing

THE squabble between the Amateur Bicycle League of America, Inc., and the National Cycling Association over amateur cycle racing has been ended. The two organizations have finally entered into a working agreement that will be for the betterment of both associations and for amateur cycling. The situation has remained practically at a standstill for the past two or three weeks on account of a few changes being made in the agreement, but it was a foregone conclusion that the agreement would finally be ratified.

By the agreement both organizations agree to work together to further the best interests of amateur cycle racing and each organization will recognize the suspensions of the other organization. With but few changes the agreement is the same as the one published a few weeks ago in these columns. The agreement follows:

1. It is agreed by the National Cycling Association to associate with the Amateur Bicycle League of America, Inc., in the control of amateur bicycle road racing in the United States, with the view of, upon the completion of negotiations, and the ratification of satisfactory terms, the Amateur Bicycle League of America, Inc., taking entire charge of amateur road racing in the United States.

2. It will be mutually understood that recognition by each organization will permit of amateur bicycle riders, registering with both organizations:

- A. With the National Cycling Association, for all amateur bicycle races promoted on banked tracks and ovals.

- B. With the Amateur Bicycle League of America, Inc., for all amateur bicycle races upon the public highways.

- C. Dirt road tracks in public parks and flat floors in State Armories or other enclosures, where franchises have not been issued by the National Cycling Association, shall be regarded as open territory.

3. It will be mutually agreed that all suspensions by the National Cycling Association and the Amateur Bicycle League of America, Inc., will be recognized by each of the respective bodies, after affiliation has been completed.

4. Representation from the Amateur Bicycle League of America, Inc., be appointed to the American Olympic Committee, to act and co-operate with the National Cycling Association in connection with amateur cycling events.

5. All bodies allied with the National Cycling Association to be officially notified of the adoption of these agreements.

6. These agreements to be terminated by either party upon 30 days' notice in

the event that either party is unable to carry out any of the above agreements. Amateur Bicycle League of America, Inc.

By D. J. McIntyre, Pres.

National Cycling Association,
By R. F. Kelsey, Chairman.

Witness A. R. Jacobson.

Witness J. M. Chapman.

Dated June 25, 1922.

The Miami City Wheelmen of Miami, Fla., have applied for admission to the Amateur Bicycle League of America. The races scheduled for Sunday, June 25, at Bridgeport, Conn., were postponed until Sunday, July 9.

EXCITEMENT AT WORCESTER

JULES MIQUEL, the Frenchman, and Frank Cavanagh, the erstwhile Irish champion, were the winners of the feature races at the Worcester, Mass., cycle track on Monday evening, June 26. Miquel defeated Frank Corry, the Australian, and Jackie Clark, the Newarker, in a 30-mile paced race in 42:40 4/5.

Cavanagh had a chance to shine in a match with Willie Keller, of Newark, Cavanagh taking two straight heats handily. Cavanagh also won the five-mile open for the professionals, Keller taking second place.

The meeting furnished a lot of amusement for the spectators. On account of the copious rains of late the oval was filled with water to the depth of several inches. There were more spills than in any three previous meetings and several of the riders slid off the track into the water, sending up a spray several feet high. The spectators enjoyed it immensely.

One spill in the amateur three-mile open heaped eight riders on the track and shot one into the water. Sammy

Gow sustained a fractured collarbone and was given first aid treatment by Dr. Joseph A. Smith who is in attendance at the races. Summaries:

Four-Lap (4/7-Mile) Handicap, Amateur—Won by Ted Johnson, 80 yards; second, Tom Logan, 50 yards; third, Ernest Dufrayne, 80 yards; fourth, George Milton, 35 yards. Time, 1:07.

Three-Mile Open, Amateur—Won by Tom Logan; second, Walter Greenquist; third, Albert Alto; fourth, Ernest Dufrayne. Time, 7:10 2-5.

Four-Lap (4/7-Mile) Handicap, Professional—Won by Willie Cuolt, 85 yards; second, Tom Connolly, 95 yards; third, Walter Rosenthal, 75 yards; fourth, Tim Sullivan, 105 yards. Time, 1:02 1-5.

Five-Mile Open, Professional—Won by Frank Cavanagh; second, Willie Keller; third, Ralph Splers; fourth, Archie McDonald. Time, 11:51 1-5.

BEST RACE AT NEW BEDFORD

THE best motor-paced race seen at the New Bedford, Mass., Cycle-drome, was the match race between Clarence Carman, the Long Islander, and Victor Linart, the Belgian and world's paced champion. Carman won the race, but had to go four laps to do it. The first and second heats were at ten miles. Linart defeated Carman in the first in 14:43 4/5. Carman reversed the order in the second heat, the Long Islander taking the event in 14:37.

The third heat was on the pursuit style and after a great race for 20 miles, Linart's tire came off. Carman was timed in 27:21 for the 20 miles. An extra heat at five miles was ordered run and Carman won that and the match in 6:54 1/5. The summaries of the other events follow:

Three-Lap (3/7-Mile) Handicap, Amateur—Won by Charles Frazier, 90 yards; second, Tom Hoey, 85 yards; third, Bruno Dion, 75 yards; fourth, Merrill Brown, 60 yards. Time, 50 4-5 seconds.

Three-Mile Lap Race, Amateur—Won by Albert Crossley; second, Fred Jarvis; third, L. S. Harten; fourth, Romeo Goddu. Time, 6:40.

Half-Mile Handicap, Professional—Won by Willie Upton, 50 yards; second, Oswald Colonna, 60 yards; third, Joe Reeber, 30 yards; fourth, Rudolph Blomstrom, 50 yards. Time, 57 seconds.

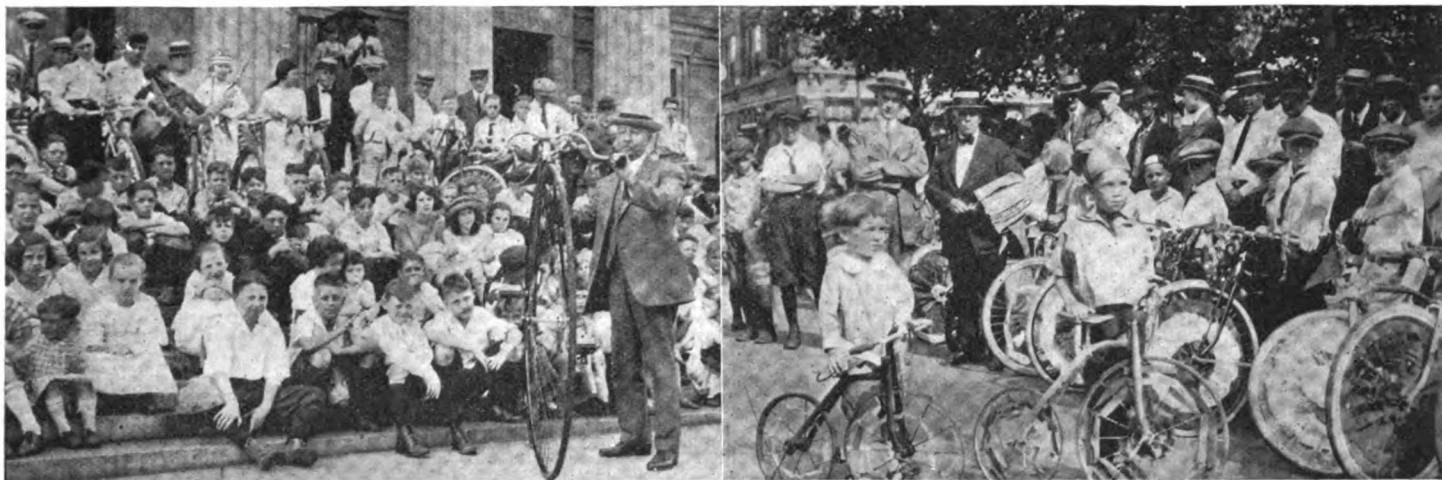
Five-Mile Open, Professional—Won by Humbert Norantonio; second, Louis Gilson; third, Vincent Markey; fourth, G. Proccini.

TRYOUTS FOR IRISH GAMES

New York City.—During the week of July 10 to 15 athletes and cyclists of Irish descent now in the United States will have trials for membership on the team which will represent this country in the Irish race games at Dublin, Ireland, August 6 to 13. The Amateur Athletic Union will hold the official tryouts for athletes and the National Cycling Association and the Amateur Bicycle League of America will co-operate to conduct the cycling trials. July 11 the cycling trials will be held. All tryouts will be held in this section. The tryouts as well as the Dublin games are open to all amateurs of Irish birth; all amateurs, either of whose parents were of Irish birth, and all amateurs, both of whose grandparents on either side were of Irish birth.



How the Boston Post Cartoonist pictures conditions at the Revere Beach track during the rain spell of the last few weeks



With St. Onge in Indianapolis. Left, H. T. Hearsey, dean of jobbers, and the youngsters; right, John Beyer, 4½ years of age, at left, youngest rider in parade, John appearing with this iron velocipede.

Indianapolis Endorses Fred St. Onge

FRED ST. ONGE, C. T. A.; W. E. Rogers, New Departure; Sheridan Coughlin, Morrow, and Charles E. Wehr, of Indianapolis, held a meeting of the best bicycle dealers of that city on Monday evening, June 5, at the store of the H. T. Hearsey Co., with Louis Zimmerman of the Hearsey Co., acting as host. H. T. Hearsey graced the occasion with his presence and the leading dealers, G. H. Westing Co., Smith-Hassler-Sturm Co., Gus Habich Co., Em-Roe Sporting Goods Co., W. A. Kelso, F. M. Banister, E. E. Jones, Hoffman Bros. and Mr. Weingartner, representing the Diamond Chain Co., all agreed they would back St. Onge in his missionary work to stimulate greater interest in cycling in that city. Newspaper advertising was carried in three papers and \$286 was appropriated by the above dealers and in addition 16 prizes were donated for decorated wheels, Boy Scouts. Neat riders in the Boy and Girl class and a prize for the youngest rider. The list of prizes included five bicycles and articles made up of bicycle accessories.

Mayor Lew Shank, a personal friend of St. Onge, got behind the parade idea, endorsed it and Chief of Police Rikhoff together with Captain Glenn detailed men to clear Vermont street of automobiles, escort the riders around the heart of the city and block off St. Slair street while the cyclists were given a demonstration and prizes awarded before an enthusiastic and appreciative audience, in front of the public library.

During the week six schools were visited by St. Onge, Rogers, Coughlin, Wehr and some of the dealers including C. W. Puffer, of Marty Stokes' staff. Superintendent of Schools Graff and Doctor Oaker, director of physical training, listened to the story of St. Onge and con-

cluded the Cycle Trades of America should be encouraged in their mission of putting a man on the road in the interest of the American boys and girls and quickly decided in favor of the demonstrations during the recess hours. Owing to the fact that only half day sessions were held on account of commencement exercises this week only six schools were available, but over 3,600 pupils witnessed a great demonstration on cycling.

Five brand new wheels were in the parade on Saturday and they all were ridden by scholars from these particular schools. Supt. Graff complimented St. Onge on the work and suggested that in the regular session he could spend enough time here to cover all the schools in Indianapolis and there are 76 schools.

Among those who witnessed the parade were Messrs. Fredricks & Curtis of G. H. Westing Co., "Cannonball" Baker and young "Cannonball," Louis Zimmerman and H. T. Hearsey of the H. T. Hearsey Co., C. W. Puffer, U. S. Rubber Co., Do Rowan, Boston, Mass., and among the riders were Charles E. Wehr, W. A. Kelso, F. M. Banister, W. E. Rogers.

To Mr. Charles E. Wehr credit should be given for the great interest and time he devotes to the cyclists and trade in the city of Indianapolis. It is doubtful if there is a more willing worker for our bicycle riders in this country and he does it all for the love of sport and welfare of the industry. More power to him.

CANADIAN DEALERS MEET

THE mid-summer executive meeting of the Canadian Bicycle Dealers Association was held at the Tecumseh House, London, Ontario, on June 21 with President G. A. Wenige of London, in the chair. One of the important steps taken by the association directors was to

go on record unanimously as being in favor of the "White Line of Safety" for bicycle riders.

The directors selected the dates for the sixth annual convention. The convention is to be held in London and the dates selected were Wednesday and Thursday, September 27 and 28. A feature of this trade gathering is to be a handicap bicycle road race on September 28. Bicycle exhibits are to be featured and a variety of stunts will be staged.

HOW PACED RIDERS STAND

THE standing of the motor-paced riders up to and including Saturday, June 24, shows Victor Linart making a decided gain, Linart going from fourth place to second. Vincent Madonna still holds the lead, while Jules Miquel and Clarence Carman are third and fourth, respectively, one point separating them. The standing follows:

Rider—	1st	2nd	3rd	4th	Pts.
Vincent Madonna ..	7	5	3	0	56
•Victor Linart	5½	4	3	0	47
Jules Miquel	4	6	2	0	42
Clarence Carman ..	5	3	2	3	41
George Wiley	3	3	5	3	37
•Frank Corry	3½	4	2	0	35
George Chapman ..	4	2	4	0	34
Charles Verkeyn ..	2	2	5	0	26
Frank Keenan	1	1	2	2	14
Willie Appelhans ..	1	2	1	0	13
Vincent Markey ..	1	2	0	0	11
Jackie Clark	0	2	2	0	10
George Colombatto ..	1	0	0	3	8
Brask Andersen ..	1	0	0	2	7
Percy Lawrence	0	0	2	0	4
Worth Mitten	0	0	1	1	3
Lawrence Gaffney ..	0	1	0	0	3
Joe Mitola	0	1	0	0	3
Louis Gilson	0	0	1	0	2
George Seres	0	0	1	0	2

Points: First, 5; second, 3; third, 2; fourth, 1.

•Corry and Linart rode to a tie at New Bedford, May 29. Points for first and second (8) were divided between them.

ON A LONG JOURNEY

Gus Sheider and Bob McConaghy, two Bronx cyclists, started on a bicycle trip to Canada last week. McConaghy recently returned from a trip to Boston by bicycle.

ON THE BELL LAP

Live Comment on Current Cycle Happenings

By Walter A. Bardgett

THE 37th Birthday Number of the *Irish Cyclist* is at hand. It is a nifty number, quite in keeping with their past efforts on occasions like this, and the staff is to be complimented on their efforts.

* * *

Hard luck has hit Vincent Madonna, the Providence paced rider. In a match race against American Champion George Chapman at the Providence Cycledrome, Tuesday evening, June 20, Madonna was thrown heavily when his rear wheel slipped on the damp track. Madonna suffered a broken collarbone in the tumble and will be out of competition for some time.

* * *

Ray Eaton, 12 points; Arthur Spencer, 12 points. That's the way the National championship battle stands at the finish of the fourth race. It looks like a merry, merry struggle for the title between Ray and Artie, and Willie Spencer and Frank Kramer, who have ten and eight points, respectively, are by no means out of it. Someone is liable to upset the bean bucket before the other eight races are finished.

* * *

The Amateur Bicycle League of America announce 21 sanctions for July 4 races as follows: Mesa, Ariz.; Savannah, Ga.; Howell, Mich.; Ocala, Fla.; Bellefontaine, O.; Berwick, Pa.; Huron, S. D.; Stevens Point, Wis.; Salt Lake City, Utah; Detroit, Mich.; Enid, Okla.; Stanwood, Wash.; New London, Conn.; Philadelphia, Pa.; Carthage, Mo.; Chillicothe, O.; Dallas, Tex.; Little Rock, Ark.; Chicago, Ill., and Indianapolis, Ind. Denver, Colo., has a sanction for July 9.

* * *

With one more race to be ridden for the championship of France the title looks to be clinched for Gabriel Poulain. Poulain has won three out of the four races and has a total of 35 points. Maurice Schilles, who won the other event and finished second to Poulain in the other three, has 25 points. If Schilles should win the last race and Poulain be eliminated from scoring, which is hardly likely, the pair would tie at 35 points, but Poulain is almost certain to score and take the title. The fourth race was run at the Parc des Princes, Paris, and Poulain beat Schilles by a length. Joe Peyrode, 12 points; Pierre Sergeant and Paul Texier, 10 points; Lucien Louett, 9 points, and Marcel Dupuy, the 1921 champion, 8 points, is the way the other leaders finished. Sixteen riders competed in the title races.

* * *

The fourth and final race for the Belgian sprint championship was run at Huy, Belgium, on Sunday, June 11, and Jules Dhossche, professional, won from Joe Van Bever, pro.; Jean Vandenbosch, amateur, and Alois Degraeve, pro. In the four races run Degraeve scored 88 points and was declared champion for the year. Joe Van Bever, 80 points, was second; Jules Dhossche, 70 points, third; Jean Louis, 36 points, fourth, and Vandenbosch, the amateur, was fifth with 34 points. Professionals, amateurs and independent riders all rode together with the three classes scoring together, but the rider taking the most number of points in their respective classes, regardless of where they finish in the general

classing, won the championship for that class. Therefore, Degraeve wins in the professional as well as general; Vandenbosch, the amateur title, while Albert De Bunne, an independent, won in that class, he finishing with two points less than did Vandenbosch.

* * *

Last Sunday at the Newark Velodrome Cecil Walker, along with Aleck McBeath, Alfred Grenda and Reggie McNamara, returned to competition after having a layoff of two weeks for infractions of the rules. The quartet were left off the program by orders of John M. Chapman, the manager of the track. In the two-mile handicap on Sunday a group of about four riders broke away from the field and through plenty of stalling managed to stay away almost to the last lap. Cecil Walker took McBeath in tow and closed the gap between the runaways and the field and helped to make a race of it. That Walker was pulling McBeath there was no apparent doubt. He took a chance, but did not get away with it. Referee Harold Dibblee suspended Walker for pulling, but did not punish McBeath, the winner and the man that benefited by the pull. Referee Dibblee also suspended Peter Drobach and Anthony Young for stalling, but no

action was taken against the riders they were stalling for, if the official knew who they were. Each rider in a combination is as guilty as the other or others and to punish one and let the other or others go unpunished is not consistent, nor is it consistent to punish one rider for an offense against the rules and allow another rider to get away with it.

* * *

Peace has now been declared between the Amateur Bicycle League of America and the National Cycling Association. A working agreement has been signed by D. J. McIntyre, president of the A. B. L., and Richard F. Kelsey, chairman of the Board of Control of the N. C. A. The warring factions have been holding numerous conferences of late, but it was not until late last week that the agreement was signed. Both sides will gain by the agreement and cycling in general will be benefited. With all parties working in harmony the sport should receive a wonderful boost and the development of more and better riders is assured. What was said to be impossible has at last been accomplished. Such an agreement should have been entered into by both bodies before, as was urged by the writer over a year ago. But as long as they have agreed to draw from the same pipe of peace all should be well. The dove of peace need no longer fear flying around the two camps, or combined camp, as it were, after all parties have agreed to be great little brothers. That the A. B. L. has done great work there can be no denial, and a wonderful organization has been built up in a little over a year. Greater progress should now result with all hands aiding the cause of the greatest sport in America.

* * *

Those amateur cyclists that compete in the national championships to be promoted by the Amateur Bicycle League of America are not going to finish up either series or the finals unrewarded. The A. B. L. is to present each competitor in the State championships, for both Junior and Senior classes, a handsome medal, the photo of which can be seen at the bottom of the page. The series for the Juniors will consist of a quarter-mile, a third-mile and half-mile scratch races and a one-mile unpaced trial. The Seniors will compete in a quarter-mile, a third-mile, a half-mile and a one-mile scratch races and a five-mile unpaced trial. First place in each event will score five points; second, three; third, two, and fourth, one, the rider scoring the most number of points in the series will be awarded the gold and diamond State championship medal, while second man will receive a silver jeweled and the third a bronze jeweled medal, respectively, in both classes. Elimination races will be arranged in each district for the final trials of their respective States. The winner of each State title will be eligible to compete in the finals to be held at Atlantic City, N. J., Saturday, September 16, at the conclusion of the show to be held by the cycle trade. Expenses of State winners will be defrayed by the A. B. L., both as to hotel and railroad fare. A. R. Jacobson, 149 West 89th street, New York City, will supply all necessary information in regards the title events.



Medal to be presented to competitors in State A. B. L. championship races.

Eaton Ties *up* Title Fight

RAY EATON, champion of 1919, has moved up into a tie with Arthur Spencer, "champer" in 1917 and 1920, in the battle for the pro. sprint crown for the year. Each of the pair has 12 points, Eaton having won two firsts and a third, while Artie Spencer has a first, one second and two third places to his credit. Eaton won the half-mile title race at the Newark Velodrome, Sunday, June 24, disposing of Frank Kramer, the present holder, in the final, while Artie Spencer gathered in two points by beating Orlando Piani for third in the race for defeated men in the grand semi-finals.

The heats of the half-mile championship on Sunday was won by Arthur Spencer, who beat Fred Taylor; Frank Kramer from David Lands; Ray Eaton,

who disposed of Willie Hanley; Willie Spencer, who beat Hans Ohrt; Orlando Piani, who won over Alfons Verraes; Alfred Goulet, who beat Eddie Madden; Francesco Verri, who led Bobby Walthour, Jr., home, and Harry Kaiser, who disposed of Gus Lang.

In the first semi-final Arthur Spencer defeated Goulet. In the second Piani disposed of Willie Spencer, while in the third Eaton scored an easy win over Verri. The fourth saw Kramer trim Kaiser. In the first grand semi-final Piani and Kramer met. Considerable stalling was the order and at two laps to go Piani back pedalled and just as he did Kramer jumped and went all the way to home. Piani chased him, but the farther Kramer went the farther he won by, Piani sitting up in the last half-lap. Ray Eaton

jumped Arthur Spencer in the second-grand semi-final, when Arthur shot up the track and opened up such a lead that Artie had to be content with seeing Eaton lead him home with much daylight between them. Goulet defeated Verri, Kaiser and Willie Spencer in the championship consolation, the latter puncturing.

In the race between Eaton and Kramer for first Eaton seemed to "have everything," as they say around the track. Eaton took the lead into the last lap and held Kramer safe, meeting Frank when the latter tried to jump by and going over the tape a full wheel ahead of the champion. Arthur Spencer had little trouble in winning third from Orlando Piani.

Following the championship of Sunday the table of the title race shows Arthur



Sunday, June 25, might be termed Championship Day at the Newark Velodrome. On that day two title events were run—the quarter-mile for the amateurs, and the half-mile for the pro. anklers. Frank Kramer (left) and Ray Eaton, who fought it out in the final for first and second in the pro. race, may be seen in the upper left; while in the upper right are Orlando Piani (left) and Arthur Spencer, who rode for third and fourth, Spencer winning. Willie Grimm, second in the amateur event, is at the lower left, and the four finalists (left to right)—Fred Spencer, Willie Grimm, Sam Gastman and Larry Seuffert—may be seen in the lower center, and Fred Spencer, the winner, is at the lower right

Spencer and Ray Eaton tied with 12 points; Willie Spencer, 10 points; Frank Kramer, 8 points, and Orlando Piani, 2 points.

Fred Spencer, who sports the colors of the Queen City Wheelmen, of Plainfield N. J., won the first of a series of six races to decide the amateur championship for the year, when he led home Willie Grimm, Sam Gastman and Larry Seuffert, all Newarkers, in the final.

Orlando Piani and Francesco Verri won the first heat of their team match against Hans Ohrt and Alfred Goulet on Sunday, June 18, when rain put a stop to racing. Goulet and Ohrt, however, came back on Sunday and beat the Italians in the second and third heats. Floyd Krebs, and ancient and honorable Floyd, won the half-mile handicap in a good finish.

Reggie McNamara, Cecil Walker, Aleck McBeath and Alfred Grenda, who were suspended for two weeks on June 11, were welcomed back to good company on Sunday. McNamara and Willie Hanley finished second to Gus Lang and Alfons Verraes in the tandem race, while Grenda with "Speedy" Erskine ran third. In the two-mile handicap for the pros. McBeath won from 20 yards. Cecil Walker pulled McBeath in this race and was suspended indefinitely. Anthony Young and Peter Drobach drew the same penalty for stalling. Summaries:

Half-Mile Novice—Won by Anthony Beckman; second, James Mallon. Time, 1:16.

Half-Mile Handicap, Amateur—Won by William Allman, 65 yards; second, William Beck, 25 yards; third, John Patrick, 80 yards; fourth, Joe Buelow, 80 yards. Time, 55 1-5 seconds.

Quarter-Mile National Championship, Amateur—Won by Fred Spencer, Plainfield; second, Willie Grimm, Newark; third, Larry Seuffert; fourth, Sam Gastman, Newark. Time, 29 2-5 seconds.

One-Mile Class B, Amateur—Won by Joe Buelow; second, John Patrick; third, Joe Osterhuber; fourth, Fred Kramer. Time, 2:03 3-5.

One-Mile Class A, Amateur—Won by Fred Spencer; second, Roy Mobeck; third, Paul Ottofaro; fourth, Willie Grimm. Time, 2:00 3-5.

Half-Mile Handicap, Professional—Won by Floyd Krebs, 50 yards; second, Gus Lang, 30 yards; third, Anthony Young, 35 yards; fourth, Lloyd Thomas, 50 yards. Time, 53 seconds.

Two-Mile Tandem, Professional—Won by Gus Lang and Alfons Verraes; second, Reggie McNamara and Willie Hanley; third, Alfred Grenda and William Erskine; fourth, Fred Taylor and Harry Horan. Time, 3:45 3-5.

Two-Mile Handicap, Professional—Won by Aleck McBeath, 20 yards; second, Willie Hanley, 10 yards; third, Fred Hill, 80 yards; fourth, Reggie McNamara, scratch. Time, 3:47 2-5.

EATON WINS MILE TITLE

RAY EATON, the Newarker, accounted for the one-mile national championship at the New York Velodrome, Friday evening, June 23. Eaton defeated Willie Spencer in the final for first and second. Arthur Spencer, who was defeated by Eaton in the grand semi-final, defeated Frank Kramer for third honors. Following the mile race the standing in the championship is as follows: Arthur Spencer and Willie Spencer, 10 points; Ray Eaton, 7; Frank L. Kramer, 5, and Orlando Piani, 1.

The heats were won by Frank Kramer over Alfons Verraes, Orlando Piani over

Peter Drobach, Arthur Spencer over Hans Ohrt, Willie Spencer over Fred Taylor, Alfred Goulet over Harry Kaiser, Ray Eaton over Gus Lang, Francesco Verri over Willie Hanley and Eddie Madden over Bobby Walthour, Jr. Arthur Spencer defeated Madden in the first semi-final; Willie Spencer took Alfred Goulet in the second; Frank Kramer, who made his first start on the New York track, received a great hand when he beat Piani in the third, while Eaton disposed of Verri in the fourth. Willie Spencer was too strong for Kramer in the first grand semi-final, while Eaton disposed of Artie in the second. In the final for first and second Willie Spencer did not seem to put up his usual fighting finish and Eaton beat him handily. Arthur Spencer disposed of Kramer in the race for third and fourth. Verri, Goulet, Madden and Piani was the order of finish in the championship consolation.

Willie Appelhans, the German, scored his first motor-paced win in this country when he beat Larry Gaffney, the Brooklyn rider who was making his first start in this game; Percy Lawrence, the Coast motor chaser, and Brask Anderson, the Dane. Jimmy Hunter paced Appelhans and he took the German to the front at the start and kept him there to the finish. Gaffney was a little unsteady, but will develop into a good man back of the motors. Lawrence was apparently "off his feed" and lost his pace several times. Anderson was very unsteady and narrowly escaped a fall when he shot up the track after leaving his pacing machine. The time was 29:24 4/5.

Alfred Goulet scored a fine win in the two-mile handicap for the cash chasers. Goulet started from scratch and at the finish went around the leaders in the last lap, leading Fred Hill, Harry Kaiser and Willie Hanley home. Lang and Verraes, the tandem champs, scored in the two-mile event for double-seat machines. Burton Fenn, E. C. Bendi and Louis Benezatti won the amateur events. Summaries:

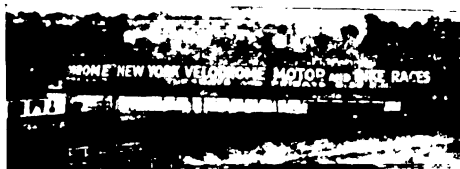
Half-Mile Handicap, Amateur—Won by Burton Fenn, 50 yards; second, Gus Merkel, 60 yards; third, Sam Gastman, 50 yards; fourth, Anthony Butler, 50 yards. Time, 55 3-5 seconds.

Two-Mile Lap Race for New York Riders, Amateur—Won by Louis Benezatti; second, Louis Hiban; third, Tommy Volpe; fourth, Anthony Attardi. Time, 4:11 3-5.

Two-Mile Class A, Amateur—Won by E. C. Bendi; second, Elmer Bundt; third, Fred Spencer; fourth, Felix Patti. Time, 4:15 3-5.

Two-Mile Tandem, Professional—Won by Gus Lang and Alfons Verraes; second, Eddie Madden and Willie Hanley; third, Fred Hill and Charley Osteritter; fourth, Tom Bello and Peter Drobach. Time, 4:01.

Two-Mile Handicap, Professional—Won by Alfred Goulet, scratch; second, Fred Hill, 90 yards; third, Willie Hanley, 10 yards; fourth, Harry Kaiser, 20 yards. Time, 3:55 3-5.



View of New York Velodrome from Broadway at subway station

SPEARS A WINNER

BOB SPEARS, the former world's champion, accounted for the "Pool of Speed," a 1,000 meter feature of the Lyons, France, track on Sunday, June 11. Spears defeated Mori, Italy; Cerclier, France, and Kauffman, Swiss, in the race. Mori beat Cerclier in the first match, and Spears beat Kauffman in the second. Kauffman beat Cerclier in the third, while Spears beat Mori in the fourth. Cerclier won from Spears in the fifth match. Spears, 5 points; Mori, 6; Cerclier, 8, and Kaufman, 9, was the way they finished.

A similar race was run at Bordeaux, France, the same day and Bill Bailey, the English sprinter, came home with the victory. Bailey, 8 points; Gerard Leene, Holland, 6 points; Fourgeau, France, 5 points, and Harris Horder, Australia, was the way they scored. Fourgeau beat Horder in the first heat, Bailey beat Leene in the second and Bill beat Horder in the third. Leene and Fourgeau met in the fourth and Leene won. Bailey took the fifth from Leene. Bailey also won a lap trial by doing 200 meters in 12 seconds against 12 3/5 for Leene and 13 for Fourgeau and Horder.

Ernest Ohrt, the 'Frisco rider, scored another victory in a team race at Bourg, France, Sunday, June 11. Ohrt and Lantz, a Frenchman, won a 30-kilometer team race from six other teams. Fuch beat Ohrt in a scratch race, and Ohrt, with Ardonceau and Lantz beat Trouve, Aupetit and Fuch in a pursuit race.

Sam Scott won the 50-mile tandem-paced championship of England at the Herne Hill, London, track, Saturday, June 10. W. G. Stewart was second and F. C. Bartholomew third. The time was 1:48:21 2/5.

The Tour of Italy finished up on June 11 and John Brunero won from B. Aymo, Alfred Sivocci, Pierre Ferari and Jean Bassi. Brunero covered the ten stages in 119 hours and 43 minutes.

GOOD FIGHT FOR TITLE

A FINE battle is on for the professional championship of America this year. Ray Eaton, champion back in 1919, and Arthur Spencer, champion in 1917 and 1920, are tied with 12 points each after the finish of the fourth race at the Newark Velodrome, Sunday, June 25. Willie Spencer, who ran a good race for the title last year only to be beaten out in the last few races, is in third place, two points back of his brother and Eaton. Frank Kramer, the holder, has eight points. Orlando Piani has two points. The standing is as follows:

Rider	Race				Pts.
	1/4	1/3	1/2	1	
Ray Eaton	2	0	5	5	12
Arthur Spencer	3	5	2	2	12
Willie Spencer	5	2	0	3	10
Frank Kramer	1	3	3	1	8
Orlando Piani	0	1	1	0	2

Points: First, 5; second, 3; third, 2; fourth, 1.

Ruden Has Plan *to* Decide Title

Pacemaker Figures Method of Deciding Paced Title in America is All Wrong—Dopes Out New Scheme Which Will Keep the Accountants Active

CARL RUDEN, the pacemaker, has a plan that he believes should be used in deciding the winner of the motor-paced championship in these Dry United States. A mention was made of the plan last week in the "On the Bell Lap" page.

The paced championship for the past 20 years or so has been decided in one race, and that race has generally been contested in Boston, or at the Revere Beach Cycle Track, a stone's throw from Boston—if you're a good thrower. In addition to that title race a table has been kept by MOTORCYCLE AND BICYCLE ILLUSTRATED showing the number of firsts, seconds, thirds and fourths won by each individual rider, and the list is published weekly with the table figured up to the end of the week before publication.

The leader of the point table among the paced men has not always won the title. For instance, last year George Chapman won the race at the Revere Beach Cycle Track that decided the title for the year, but Vincent Madonna, the Providence Italian, led in the table with 218 points. Clarence Carman was second in the table with 174 and Chapman was third with 169. As only American riders compete in the paced championship Madonna was not in the contest. In 1920 George Wiley, now of New York, led in the table with 157 points. Carman was second with 139 and Madonna third with 130. Chapman, who won the title that year, was fourth with 109 points. Back in 1919 Clarence Carman won the title race, but Madonna led him 151 to 143 in the point table.

That some better method of deciding the paced title than is now in vogue is needed goes without saying. One year two championships were run, one in Boston and one in Philadelphia. The winner of the Boston race was regarded as the champion of America, but the winner of the race at Philadelphia was only figured as "The Philadelphia Champion of America."

According to the table kept for the paced riders, a plan that has been used for years, the winner receives five points; second, three; third, two; and fourth man, one. If two riders meet in a paced match the winner receives five points and the second man three.

Ruden believes that this plan is wrong. Carl believes that if a rider beats others in a race, but is beaten himself, he should be given credit for defeating the others. If four riders start in a race according to the Ruden plan, the winner would be given credit for 1,000 points; second man 666 because he defeated two of his three

opponents, while third man would be given credit for 333 for defeating one of three opponents. Fourth man would not be given credit in percentage.

Ruden's plan is simply dividing the number of men one rider has beaten by the number of riders he was opposed to. According to the table kept by MOTORCYCLE AND BICYCLE ILLUSTRATED up to Friday, June 20, Vincent Madonna was leading with 56 points, gained by taking seven firsts, five seconds and three thirds. According to Ruden's plan Madonna, who had ridden 15 races up to that time, had met 31 opponents and defeated 20 of them, would be given a percentage of .645. Jules Miquel, the Frenchman, has 42 points in the regular table, but according to Ruden's plan Miquel would be given a percentage of .643 because he met 28 riders and defeated 18 in 12 races. The number of races a rider competes in does not figure, but is merely given for sake of comparison.



Brask Andersen, winner of world's amateur sprint championship last year, who looks good as a paced rider

The difference between the two plans is very slight, as far as order of the leaders is concerned. Vincent Markey, of Passaic, however, leads according to the Ruden plan though he has only ridden in three races. The two plans, with nine men figured in each, follow:

OLD PLAN

Rider.	1st	2d	3d	4th	Pts.
Vincent Madonna.....	7	5	3	0	56
Jules Miquel.....	4	6	2	0	42
Clarence Carman.....	5	3	2	2	40
Victor Linart*.....	3½	4	3	0	37
George Chapman.....	4	2	4	0	34
George Wiley.....	2	3	5	2	31
Frank Corry*.....	3½	2	2	0	29
Vincent Markey.....	1	2	0	0	11
Brask Andersen.....	1	0	0	1	6

RUDEN PLAN

Rider:	Races	Oppnts.	Deftd.	Pct.
Vincent Markey...	3	7	5	.714
Vincent Madonna...	15	31	20	.645
Jules Miquel	12	28	18	.643
Clarence Carman...	12	26	16	.615
Victor Linart.....	10	24	14½	.604
Frank Corry.....	7	14	7½	.535
George Chapman...	10	21	11	.502
Brask Andersen....	2	6	3	.500
George Wiley.....	12	30	11	.366

* The half races and half men mentioned in table for Corry and Linart are accounted for by tie ridden by them at New Bedford, May 29.

Perhaps some plan may be devised that will make for a simpler and more satisfactory method of deciding the paced championship of America. While the Ruden plan has its merits it is possible for a rider to score more points than any other rider and then not riding half the number of races that the other riders do. Take for example the scores of George Chapman and Vincent Markey. In one table Chapman leads Markey by 34 points to 11, while in another Markey has a percentage of .714 to .502 for Chapman and the latter has ridden seven more races than has Markey, has met 14 more men than the latter and defeated six more men than has Markey. Wiley, who has ridden nine more races, met 23 more men and defeated six more men than has Markey has only a percentage of .366 to .714 for Markey. Ruden's plan may start the expert accountants on the job and a real plan may result.

TWO CHAMPIONS IN MATCH

Alois Degraeve, the champion of Belgium for 1922, and Gabriel Poulain, who has the French title for the year clinched, met in a match race at the Antwerp, Belgium, track on Monday, and Degraeve won the first and third heats. Poulain, scratch, won the 800-meter handicap from Degraeve, scratch, and Verhagen, 30 meters. The time was 59 4/5 seconds.

MADONNA BREAKS COLLARBONE

PROVIDENCE, R. I.—Vincent Madonna was hurled from his bicycle at the Cyclo-drome Tuesday night, June 20, when his rear wheel skidded on a slippery board. He received a fracture of the collarbone which will keep him out of the game for several days at least. George Chapman fainted from exhaustion immediately after the warning signal for the race to stop had been fired, and was carried from the field, ignorant of Madonna's accident.

The accident occurred in the second lap of the sixth mile of the second heat of a special challenge match race, and Madonna was riding like a streak when he was thrown. He was within 20 feet of Chapman, with the champion fighting him off at every foot, notwithstanding the fact that Chapman went into the race in a physically unfit condition. The champion made a game fight in the second heat, however, although he dumped the first heat by changing bicycles, declaring that the machines were not working right.

Frank Keenan distinguished himself by winning a 15-mile motor-paced race from Vincent Markey, who finished two laps behind and Worth Mitten, who was a mile and two laps behind. Markey punctured in the second mile, but made a quick change and was able to pick up one of the three laps he lost.

Humbert Norantonio cleaned up the professional class in both races and made a new record for the mile, going the distance in 2:04 4/5, taking the record from John Fardig, who made the distance in 1919 in 2:07 2/5. Summaries:

Half-Mile Handicap, Amateur—Won by L. S. Harten, Providence, 10 yards; second, A. Petrone, Providence, 50 yards; third, Vincent Pischione, Providence, 60 yards; fourth, Louis Materese, Providence, 45 yards. Time 59 2-5 seconds.

One-Mile Handicap, Amateur, Class B—Won by Conrad Sandquist, Providence, 50 yards; second, Howard Petto, Providence, scratch; third, Carl Carlson, Providence, 90 yards; fourth, Clarence Elmstrom, Auburn, scratch. Time, 2:07 3-5.

Three-Mile Open, Amateur—Won by Fred Jarvis; second, L. S. Harten; third, Frank Frazzini; fourth, Chick Meyer; fifth, Alphonse Columbe. Time, 6:43 3-5.

Two-Mile Handicap, Amateur—Won by Humbert Norantonio, 30 yards; second, Frank Depanni, 10 yards; third, Archie Villa, 100 yards; fourth, G. Prococini, 90 yards; fifth, Thomas Fitzsimmons, scratch. Time, 4:12 1-5.

One-Mile Open, Professional—Won by Humbert Norantonio; second, Michael DeOrlo; third, Thomas Fitzsimmons; fourth, G. Prococini; fifth, Joseph Reeber. Time, 2:04 4-5.

Fifteen-Mile Motor-Paced Race, Professional—Won by Frank Keenan; second, Vincent Markey; third, W. L. Mitten. Time, 21:53 1-5.

Special Challenge Match Race—First heat—Won by Vincent Madonna; second, George Chapman. Distance, 5 5-7 miles. Time, 8:16 1-5. Second Heat—Won by Chapman; 6 2-7 miles. Time, 9:40. Madonna fell.

LINART WINS THE BRASSARD

Providence, R. I.—In the first of a series of Brassard races, Victor Linart, Friday, June 23, defeated Frank Corry, Charles Verkeyn and Clarence Carman at the Cyclo-drome. Carman went forth to battle in the first mile and from third place hopped into first place. The first mile's effort on the part of the boys indicated the fans were to get double value for their money. It looked like a whirlwind race. But it petered out. Every man but Verkeyn changed bicycles, and Verkeyn was badly in the ruck at the finish, being some four laps behind. Carman deliberately stopped once during the battle to inform the starter the pace was too fast, but he was ordered to keep on. Linart, when forced to change bicycles because of a soft tire, lost only three laps, and with his pacemaker, Pasquier, went out in front within 15 miles after he got going.

The real feature of the night was the one-mile repeschage handicap, which was won

by Thomas Fitzsimmons. The event was run off in six heats with three, four and five men to the heat, and some fast time was made. The professional class is showing much pep, and this portion of the programme is attracting the crowd as it has never done before. The sprinting division is coming into its own. Summaries:

Three-Lap (3-7 mile) Handicap, Amateur—Won by Byron Sweet, 80 yards; second, Frank Graziano, 50 yards; third, Conrad Sandquist, 45 yards; fourth, Martin Deerig, 20 yards. Time, 49 4-5 seconds.

Two-Mile Open, Amateur, Class B—Won by Roland Winsor; second, Chick Meyer; third, Victor Garent; fourth, John Orobone. Time, 4:36 1-5.

Miss-and-Out, Amateur, Class A—Won by Fred Jarvis; second, Georges Loftes; third, Romeo Goddu fourth, George Angell. Distance, 12-7 miles. Time, 2:55 2-5.

Three-Mile Open, Professional—Won by Frank Depanni; second, Thomas Fitzsimmons; third, Joseph Reeber; fourth, Humbert Norantonio; fifth, Vincent Markey. Time, 6:35 4-5.

One-Mile Repeschage Handicap, Professional—Won by Thomas Fitzsimmons, scratch; second, Frank Depanni, 10 yards; third, William Upton, 60 yards; fourth, R. Blomstrom, 80 yards; fifth, Michael Deorio, 40 yards. Time, 1:59 4-5.

Brassard, One-Hour Motor-Paced, Professional—Won by Victor Linart; second, Frank Corry; third, Charles Verkeyn; fourth, Clarence Carman. Distance, 41 4-7 miles.

"MUTT AND JEFF" FOUND

Worcester, Mass.—"Mutt and Jeff" in real life have been found right in Worcester. "Mutt" this time is "Stretch," one of the trainers at the Worcester cycle track, while "Jeff" is Jules Miquel, the French paced rider. The accompanying photo shows "Stretch" and Jules Miquel at the Worcester bowl. Fritz Andre, Miquel's trainer, says that "Stretch" wears No. 20 "moccasins" and can gaze over a flivver coupe without stretching the neck. One look at the photo will almost make one believe that Fritz is right. Pat Logan, manager of the Worcester track, always did like tall ones, but everyone wants to know where Pat discovered "Stretch."

BOOK KEYSTONE TITLE RACES

Philadelphia, Pa.—The Junior and Senior Amateur Bicycle League of America championships for Pennsylvania are scheduled for August 5 and August 12, the Junior race being on for August 5, while the Senior race is scheduled a week later. George Harley, 2636 Braddock street, is handling the championships.



"Mutt and Jeff" at Worcester. At the left may be seen "Stretch," while Jules Miquel is seen at the right underneath the outstretched arm of Pat Logan's real tall one

GEORGE WILEY WINS RACE

New Bedford, Mass.—George Wiley, the Syracuse veteran, rode to victory in straight heats over Charles Verkeyn of Belgium and Jackie Clarke of Newark in a three-cornered heat race here on Thursday night, June 22.

Wiley took the first 10-mile heat by a lap from the Belgian, scoring five points to Verkeyn's two. Clark was a hopeless third.

Verkeyn wrested the lead from Clark at the start of the final 20-mile heat, but gave way to Wiley's efforts to pass him in the 19th mile. Clark was never in the race.

By winning Wiley scored 5 points in the first heat; Verkeyn, 2 points for second. Wiley scored 7 points in the second heat; Verkeyn, 3, for second, and Clark, 1, for third, this making Wiley 12 points to 5 for Verkeyn and 1 for Clark.

One of the prettiest races witnessed here since the track opened was the first heat for qualifying riders in the Australian pursuit race, when Joe Reeber of Newark and Thomas Fitzsimmons of East Orange rode to a dead heat in their first attempt and in the race off the East Orange rider worked his way over the tape a winner by a few inches.

The final of the Australian pursuit race was won by Depanni, as was the one-mile handicap. The Providence boy jumped the field in the latter race and won in a blanket finish over Bloomstroom and Colonna. Markey and Norantonio trailed these men over the line. Summaries:

Half-Mile Handicap, Amateur—Won by A. Belanger, 70 yards; second, Charles Cavanaugh, 80 yards; third, Charles Frazier, 90 yards; fourth, James Coe, 45 yards. Time, 58 3-5 seconds.

Miss-and-Out, Amateur—Won by Fred Jarvis; second, Albert Crossley; third, Romeo Goddu; fourth, Carl Carlson. Time, 3:31. Distance, 1 4/7 miles.

Pursuit Race, Professional—Won by Frank Depanni; second, Louis Gilson; third, Tommy Fitzsimmons; fourth, Humbert Norantonio. Time, 6:47 4-5. Distance, 2 6/7 miles.

One-Mile Handicap, Professional—Won by Frank Depanni, 25 yards; second, Rudolph Blomstrom, 85 yards; third, Oswald Colonna, 105 yards; fourth, Vincent Markey, 15 yards. Time, 1:56 4-5.

BELGIAN WINS AT REVERE

Revere, Mass.—Victor Linart, the Belgian, won the 35-mile paced race at the Revere Beach Cycle Track, Saturday night, June 24, the Belgian defeating Frank Corry, the Australian; George Seres, the Frenchman, who was making his first start on this invasion, and George Wiley, the New Yorker, who finished as named. The time was 51:31 2-5.

Seres led at the start and held the lead for about 23 miles. Then the fireworks started. Linart passed Seres and went into the lead. Wiley, who had "blown up" in the first part of the race, came back strong and rode a great race and gained back a few laps, but could not gain back enough to be considered a factor. He was the real popular guy with the crowd.

Willie Keller, Tim Sullivan and Tommy Grimm captured the pro. races, and Frank Logan annexed the amateur races. Summaries:

Half-Mile Handicap, Amateur—Won by Frank Logan, 85 yards; second, Anthony Bernard, 85 yards; third, Alfred Keith, 80 yards; fourth, Tom Logan, 85 yards. Time, 57 1-5 seconds.

Three-Mile Open, Amateur—Won by Frank Logan; second, Bert Carmody; third, Frank Hughes; fourth, John Gallo. Time, 7:10 2-5.

Half-Mile Handicap, Professional—Won by Tim Sullivan, 105 yards; second, J. B. Rollins; third, Willie Cupit, 90 yards; fourth, Frank Drobach, 85 yards. Time, 54 4-5 seconds.

Australian Pursuit Race, Professional—Won by Tommy Grimm; second, Hugh McPartland; third, Frank Drobach. Time, 7:06 1-5. Distance, 3 miles.

Five-Mile Open, Professional—Won by Willie Keller; second, Frank Cavanaugh; third, Tommy Grimm; fourth, Archie MacDonald. Time, 12:25.

GRONKOWSKI A WINNER

Buffalo, N. Y.—Iggy Gronkowski defeated Fred Seligman in their special best two out of three match race at the Erie Beach stadium banked track. Seligman won the first race, which was a quarter mile event, it being a sprint from start to finish. It was a thrilling sight to see the racers abreast of each other standing on the wheels as the race progressed. At the last turn Seligman was on the pole and Gronkowski, who was trying to get by, swerved against him and before Gronkowski could regain his momentum Seligman was over the tape.

In the second race, the half mile, the boys jockeyed for almost a lap and then started another sprint. Side by side they rode. It was a brilliant sight, neither being able to gain on the other. At the second last turn Seligman, who had the pole, rode off the track and fell. Gronkowski finished an easy winner. The third and final race went to Gronkowski over the three-quarter mile distance, Seligman again falling.

Carl Smith won the three-quarter mile race and Tony Burke landed the three-mile repeschage event. The results follow:

Three-Mile Repeschage Handicap—Won by Anthony Burke, 110 yards; second, Ignatius Gronkowski, scratch; third, F. G. Seligman, scratch; fourth, Anthony Miller, 90 yards. Time, 7:17.

One-Mile Race for Boys—Won by V. A. Zittler; second, F. J. O'Connor; third, L. J. Wells. Time, 3:10 4-5.

Three-Quarter-Mile Open—Won by Carl Smith; second, A. Miller; third, P. C. Rott; fourth, J. W. Muehlbauer. Time, 1:55 4-5.

RACES AT VAN NUYS, CAL.

Van Nuys, Cal.—The second annual San Fernando Valley bicycle race meet was held June 17 under the auspices of I. G. Potter, the Colorado cycle dealer, who recently purchased the Van Nuys Cyclery and Machine Shop.

Most of the riders were from Van Nuys, as the races were only open to riders living in the San Fernando Valley and the prizes were donated by Eastern factories through the Cycle Trades of America.

The annual scramble drew the usual laughs, while the other races were classified according to ages, so that only one rider got more than one prize, and one of those was won in the slow race. Summary:

Slow Race—Won by Donald Jordan (Pierce); Ramon Chaver (Peerless), second. Boys of Twelve and Under, Half Mile—Won by James Hammell (American); Frank Daley (American), second; R. Holloway (Excelsior), third. Time, 2:30.

Half Mile, Thirteen Years and Under—Won by Donald Jordan (Pierce); Albert Black (American), second; F. Schonmann (American), third. Time, 1:57 2-5.

Half-Mile Scramble—Won by Will Nelson (Black Beauty); Zackie Dean (Overland), second. Time, 2:05 2-5.

One-Mile Free-for-All—Won by Robert Jordan (Pierce); Ed Barnes (Overland), second; Time, 3:58 2-5.

Prizes donated through C. T. A. Prize Bureau.

HOLD A CITY MEET

Milwaukee, Wis.—The first combination city meet was held here on Sunday, June 25, with the following results:

Half-Mile Open—Won by Edgar Muellner; second, Elmer Bennett; third, Hans Gleschen.

One-Mile—Won by Elmer Bennett; second, Edgar Muellner; third, Hiram Everts.

Two-Mile Handicap—Won by Elmer Bennett; second, Hiram Everts; third, Harry Selfert.

Quarter-Mile Cadet—Won by Harrison Nero.

Quarter-Mile Junior—Won by Harold Miller.

Half-Mile Cadet—Won by Harrison Nero.

Slow Race—Won by William F. Kusserow.

C. R. C. A. CYCLE TO CONEY

New York City—On Sunday, June 25, the New York Division of the Century Road Club held a pleasure trip to Coney Island, with thirteen members participating. The party, being delayed by rain, started from Charles Garin's store at 11 o'clock a. m.

The route was taken via Eighth avenue and Broadway to Canal street, where they crossed over Manhattan Bridge to Flatbush avenue and continued on to Prospect Park, where a stop was made for drinks. They then rode around the Park to Ocean Parkway, where they met a few Long Island Division members who accompanied them to the Island. After taking a sightseeing trip around the Island, they then had dinner and afterwards went over to the seawall to gaze at the bathing beauties. The return was made over the same route, starting at 4 o'clock. A moderate pace was kept and enjoyed by all throughout the trip.

Master Henry Garin, the youngest son of Charles Garin, who some day hopes to ride a wheel as good as his father did in the old country, and is almost as good as his older brother, Master Charles Garin, Jr., who is a regular member of the New York Division, accompanied the boys on their trip to the Island. Master Henry is ten years old and Charley is fourteen years old.

RACES AT ALAMEDA, CAL.

Alameda, Cal.—Annual bicycle races of Alameda, Cal., were run on June 17. George Amaral, Alameda dealer, was responsible for the staging of the races and for much enthusiasm shown. More than 70 boys, ranging from 11 to 15 years of age, competed for prizes in the various classes. Billy Cundall got first prize, a gold watch, when he won the three-mile handicap. Millard Martin was the winner of the mile race, and in the half-mile event for boys under 12 years of age little Jack Lishman took first prize. There were eight prizes for each event. Regular old-time bicycle enthusiasm was shown.

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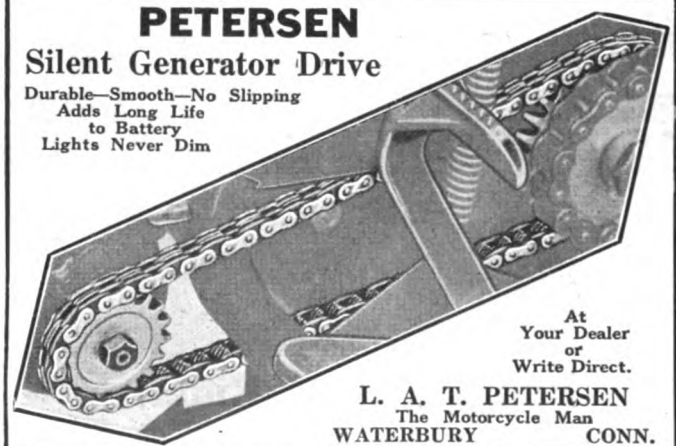
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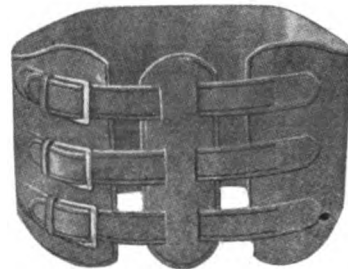
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Adds Long Life
to Battery
Lights Never Dim



At
Your Dealer
or
Write Direct.

L. A. T. PETERSEN
The Motorcycle Man
WATERBURY CONN.



Patent Pending

Harlem Central Motorcycle Co.

1815 Park Ave. New York City

Comfo Motorcycle Riding Belt

Price \$4

This belt really conforms to
the shape of your body. Buy
it. Wear it. If it doesn't
satisfy you, return it and your
money will be refunded in
full.

You take no chances. Order
today.

Dealers: Write for Prices
and Literature.



You'll get better attention if you tell the advertiser you saw it in Motorcycle and Bicycle Illustrated.

COLONIAL JOBBER

35
MURRAY
STREET
—
NEW YORK

We Keep Our Stock On the Firing Line—

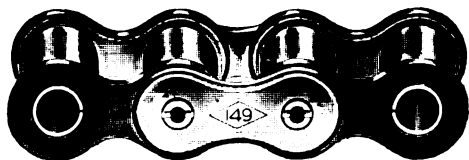
A full line always complete—always at your call. The prices are right, too, that's why we serve so many Cycle Dealers with their supplies.

Have You Added RADIO to your line? The demand is continuing undiminished. Our line is a quality line sold at good discounts.

*Let us send you our
prices or salesman.*

Colonial Cycle Supply Co.
35 Murray Street New York

DIAMOND MOTORCYCLE CHAINS



Popular With Riders Profitable for Dealers

DIAMOND No. 149 is the favorite chain among riders. Its superiority stands out in every kind of service.

Riders who set records for speed and endurance demand the best chain—and use DIAMOND No. 149. Motorcycle police are boosters for this fine chain. Motorcycle messengers say it gives them long and dependable service. And it is first choice of pleasure riders, who want an easy-running, long-wearing chain.

It is a profitable chain for dealers, because it sells readily and steadily. Riders everywhere are buying new chains now. Get your share of the business. Show them this chain. Tell them of its merits. You'll find it pays. If your stock is low, re-order DIAMOND No. 149 from your jobber today.

Diamond Chain & Mfg. Co.—Indianapolis, U. S. A.

TRADE
EMPRE
MARK
REGISTERED

EMPIRE VALVES AND CAPS



A CAP strongly made, easy to tighten and guaranteed to positively seal air in the tube.

EMPIRE Tire Valve Insides have many exclusive refinements—from the method of valve seating and outside packing ring to the method of packing the valves in such a manner as to make it possible to take out one without entirely opening the box.

Your dealer can show you Empire Valve Insides and Caps. See him today.

THE EMPIRE SALES CO.

90 Silliman Ave.,
Bridgeport, Conn.



TRADE
EMPRE
MARK
REGISTERED



INDIAN SCOUT HARLEY SPORT- CLEVELAND LIGHTW'T

Special models for these machines as well as for the big ones of course.

F-N TANDEM

Fentress-Newton Mfg. Co.
DETROIT, MICH.

STAR BALL RETAINERS



Universally accepted as standard equipment in all bicycles and coaster brakes in America.



THE
BEARINGS COMPANY
OF AMERICA
LANCASTER, PENNA.



Western Sales Office:
1012 Ford Bldg. Detroit, Mich.

JOBBER KEYSTONE SERVICE

DISTRIBUTORS

"ROAMER"—BICYCLES—"GOLD MEDAL"

WE have been in the bicycle business for 25 years. A complete stock means service; a low overhead means low prices on every item we carry. If you appreciate prompt shipments, low prices, courteous treatment we would be glad to hear from you.

MAY WE QUOTE PRICES?

**KEYSTONE CYCLE
& SUPPLY CO., INC.**

109 N. 4th St. PHILADELPHIA, PA.
C. A. W. DOREN PRES.

25
YEARS
IN THE
CYCLE
BUSINESS

Do us a real favor. When writing to advertisers mention you saw it in Motorcycle and Bicycle Illustrated.

DUCKWORTH No. 30
BICYCLE RACING CHAIN



1" Pitch—Weight 13 oz. (56" Chain)—3/16" Wide
"THE STRONGEST CHAIN OF ITS WEIGHT IN THE WORLD"

USED AS STANDARD EQUIPMENT ON

"COLUMBIA," "PIERCE," "EMBLEM" and
"IVER JOHNSON" RACING BICYCLES

Dealers—It will be profitable to carry this chain and to recommend it to your discriminating customers.

DUCKWORTH CHAIN & MFG. CO.

Established 1871

SPRINGFIELD, MASS.

No. 150

Wire basket carrier—
size 18 in. long, 12 in.
wide and 10 in. deep,
mounted over the front
wheel with supports on
handlebar and axle.



Dealers

ask your jobber for this article.
JOBBERs, write for circular.

WALD MFG. CO.

Sheboygan, Wis.

No. 150

**NEW PRICES
GENUINE
RESISTAL
GOGGLES**

are now

\$5, \$2.50 and \$2

At Your Dealer's



Take None
Without



This Label

STRAUSS & BUEGELEISEN
Brooklyn, N. Y.

Dealers: Write for new deals.

**NEW and
IMPROVED
ROLLFAST HORN**

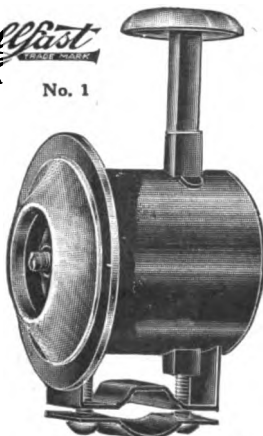
Rollfast

No. 1

Rollfast No. 1 Horn vibrates on
both up and down strokes. Has
no dead center. Few working
parts. No springs or delicate
parts to break, get out of order
or cause trouble. Black enam-
el. Nickel face.

**D. P. Harris Hardware &
Mfg. Co.**

99 Chambers Street at Church
New York City



**BIG VOLUME BUSINESS
MEANS LOWER PRICES**

That's true, isn't it?

That's exactly why we can give cycle
dealers such attractive prices.

Our purchases are large and we get good
discounts. Our sales are large and we
give you the benefit of good discounts,
too.

Shouldn't we really get together?

*We'd like to send you a catalog
or salesman at your request. Also,
may we have your mail orders?*

Perlman Cycle Company, Inc.

61 State Street, Rochester, New York

Wholesale Exclusively—No Retail Department or Sales

**NEVERLEAK
TIRE FLUID**



**"The Kind
My Customers
Want"**

Most easily sold—most profitable
because of rapid turnover—the
finest preparation in the world
for stopping leaks in bicycle tires.

Sell the original, the widely-ad-
vertised genuine Neverleak Tire
Fluid. You know that it will give
satisfaction.

Back
to
Pre-War
Price
25c
a Tube

Beautiful and Valuable Premiums
FREE!

Send for latest premium booklet.

Buffalo Specialty Co.
Buffalo, N. Y.

Bridgeburg, Ont.

London, Eng.



This is the sixth of a series of talks on the Royal Tourist Sidecar.

Fill this roomy compartment and let miles chase care

Lunch, Thermos bottle, fishing rod, bathing suits and Kodak—put them all in the spacious compartment of the Harley-Davidson Royal Tourist Sidecar.

The Harley-Davidson Royal Tourist is today's outstanding Sidecar value at the low price of

\$115

They won't get wet—this compartment is *water-proof*. No grief over squashed lunch, either—there's *plenty* room.

There's big days ahead, this summer, for you and "her."

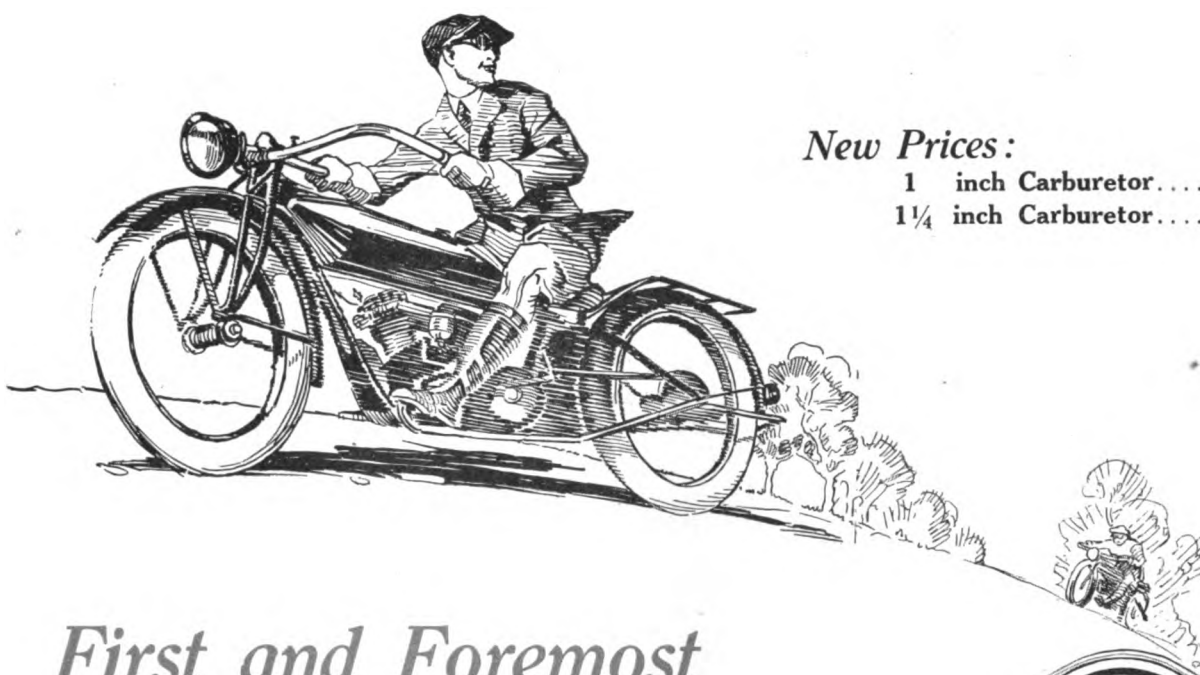
Your first move is to ask the Harley-Davidson man in your city for a Royal Tourist Sidecar demonstration.

Harley-Davidson Motor Company

Largest Producers of Motorcycles and Sidecars in the World

Milwaukee, Wisconsin

Tell the advertiser that you saw his advertisement in *Motorcycle and Bicycle Illustrated*. Both he and we will appreciate it.



New Prices:

1 inch Carburetor.....\$11.00
 1 1/4 inch Carburetor..... 12.00

First and Foremost

RECOGNIZING the superiority of the plain tube principle pioneered by Carter, other makers are following close as they may. This is the finest sort of endorsement and serves to confirm the belief in Carters that riders have always held.

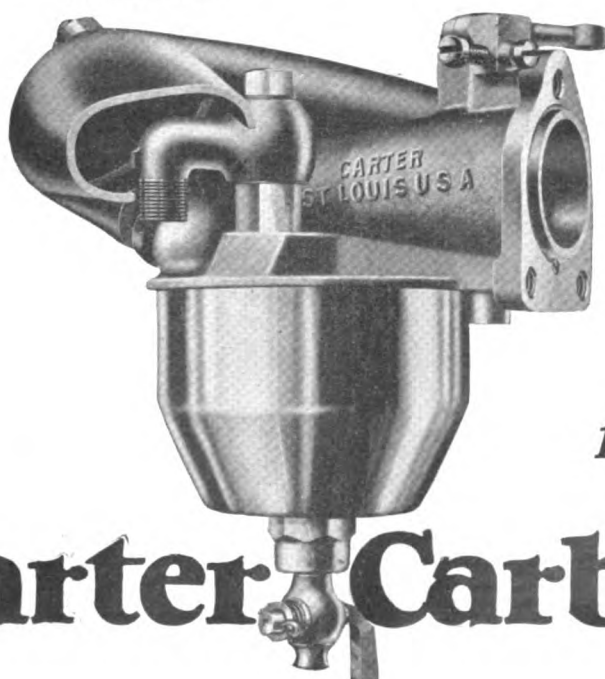
This is the Carter year. Our new affiliation with the American Car and Foundry Co. means ample resources and unlimited production facilities. Every rider may have a Carter on a new mount or old, and it looks as though most of them will.

Dealers and Jobbers—write or wire quickly for attractive sales plans.

Carter Carburetor Corporation
 Sole Distributors

2838-42 N. Spring Avenue, St. Louis, Mo.

American Car and Foundry Co.
 Manufacturers



100% Motor Tested

The Carter Carburetor



Orie Steele and INDIAN
A pair you cannot beat

HE'S AT IT AGAIN

In the Middle Atlantic Sectional Hill Climb, held at Egypt, N. Y., June 25th,

ORIE STEELE

riding

Indian

**WON EVERY PROFESSIONAL EVENT ON THE CALENDAR
BROKE EVERY HILL RECORD**

And just for good measure, rode in the open exhibition and smashed the record again.

Hendee Manufacturing Company

Largest Motorcycle Manufacturer in the World

Springfield, Mass.

This book is under no circumstances to be taken from the Building

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